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# City Streets TO COUNTRY LANES

MANCHESTER



LIVERPOOL



NEW BRIGHTON



SOUTHPORT



WITH NOTES  
ON SOME

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1885.



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April, 1915.

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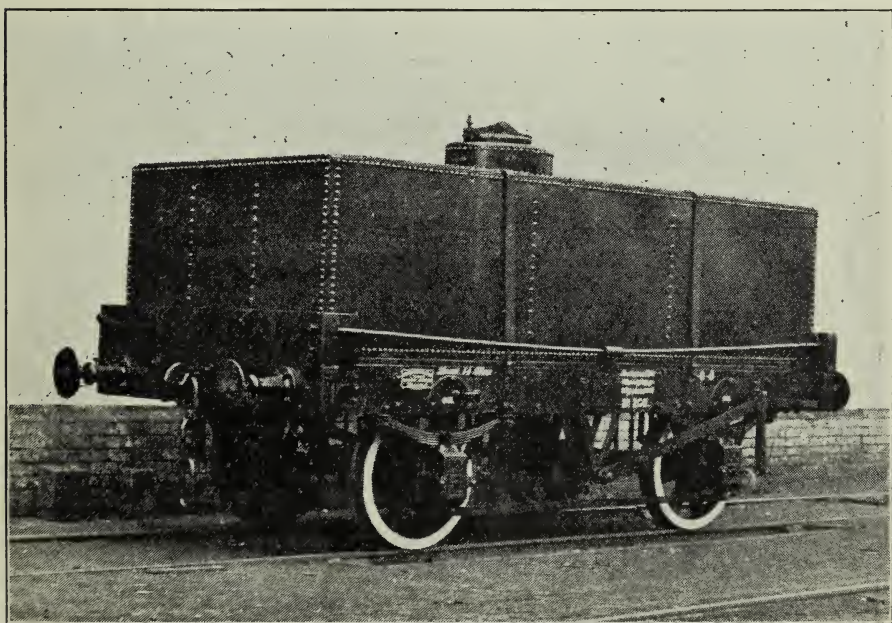
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# FROM CITY STREETS TO COUNTRY :: LANES ::

AN OFFICIAL GUIDE BOOK  
FOR THE BRITISH ISLES

WITH NOTES ON SOME  
BRITISH HEALTH  
:: :: RESORTS :: ::

NOTE—In the arrangement of the literary matter of this Guide it is perhaps as well to explain that the Editor has had in mind geographical order rather than any order of merit or proximity to any specified districts of the British Isles.



# From City Streets to Country Lanes

## And Some HEALTH & PLEASURE RESORTS

MANCHESTER.—Manchester is one of the most important towns in the British Isles, and is the centre of one of the staple industries of Great Britain—the cotton trade. Manchester is symbolic of this industry and its buildings reflect in no small measure the solidity of this vast trade. True, Manchester has other manufacturers than cotton millers, and it is really one of the greatest manufacturing centres in the world. At the same time it is a port. It has not always been so, but since the opening of the Ship Canal in 1894, it has been a rapidly increasing port, and though a certain section of the original shareholders in the Ship Canal Company have not yet obtained any interest on their money that does not in any way detract from the fact that it is a prosperous port and that everyone connected with it is keen on making it pay—some day. The day is not now very far distant, and therefore one hopes that these original shareholders will reap the harvest they are most assuredly entitled to.



The Ship Canal commences at Eastham on the Cheshire side of the River Mersey, and passing through Runcorn and Warrington comes to Latchford and Irlam and so to Trafford Park, once the seat of the De Trafford family for a thousand years. Now it is popularly called the "Traffic" Park, for its 1,183 acres are covered with works and factories of all kinds, and chiefly

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Der Kaiser—"Donnerwetter! I haf lost mein prestige, I am losing mein ships, mein men, und mein guns; but all, YES, ALL dese would I gif for **ONE OWENDALE RAINCOAT!**"





owing to the energetic efforts of Mr. Marshall Stevens, one of the leading men in the promotion of the Ship Canal, is known all over the world as one of the cheapest sites for establishment of a factory. This Canal undertaking cost some £17,000,000, and the docks cover an area of 406 acres, included in which is a water area of 120 acres with quays averaging some  $6\frac{1}{2}$  miles in length.

Manchester has often been called the metropolis of the North, and as such she is very like unto London. In fact, Piccadilly and Market Street remind one very much of the Strand, and more so at night than in the day, and whilst these streets seem to be the centre of the city Spring Gardens, King Street, and thereabouts are the commercial hub. A visitor to Manchester does not as a rule spend his time marvelling at the buildings men have erected for the transaction of commerce, but there are some buildings in Manchester which are architecturally

<b>HARGRAVES' TOBACCOS</b> <b>HARGRAVES' CIGARS</b> <b>HARGRAVES' CIGARETTES</b>	}	Established 82 Years.
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worth seeing. The Royal Exchange in Cross Street is one, and the Town Hall in Albert Square is another. Albert Square is an imposing array of buildings altogether, and the statue of the Prince Consort in the middle shows up the whole features very effectively. Passing through Albert Square to Mount Street one passes the Midland Hotel, a modern hotel owned and managed by the Midland Railway Company, and opened in 1903. Near



by is the Y.M.C.A. building, and turning the corner and passing along Oxford Street one comes to St. Peter's Square, where a stone cross marks the site of St. Peter's Church, which was demolished in 1908. And here the visitor touches part of Manchester's 'theatreland'. The Prince's, Hippodrome, and New Palace Theatres are in Oxford Street, and the Royal and Gaiety





are also near, in Peter Street, adjoining the Free Trade Hall. At the end of Peter Street is Deansgate, a fine street running right through from the Exchange Station and the Manchester Cathedral to the Central Station, the terminus of the Cheshire Lines, Great Central, Great Northern, and Midland Railways in Manchester. The new theatre is in Quay Street, and is noted for its elaborate productions. The Cathedral is one of striking beauty and of great historical interest, but it was never intended to rank as a cathedral either in form or importance, and unless one knew it was the Cathedral it could easily be taken for some large city Church. It was elevated to the dignity of a Cathedral in 1848, and by means of the large sums of money which have been spent on the whole fabric little of the original church remains. The fine Arras tapestry dated 1661, and now hanging in the Jesus Chapel, is worthy of note, and it may not be out of place to say that there are some very fine preachers sometimes at the services held there.



Piccadilly

# LIVERPOOL.



The River Front, Liverpool

The second port of the British Isles and the Gateway to the West is the usual designation of Liverpool. It is a peculiar place. It has been termed the Mecca of the Agent. It is certainly not a manufacturing centre, but it is dearly beloved as a transshipment place. It is one of the world's greatest ports and a very fine city. Then you have finished. Despite its great shipping trade, it cannot be reckoned as a shipbuilding centre. The ferry service across the Mersey could be greatly improved, and the fact that the Mersey Tunnel Electric Railway has made such rapid progress these last few years is ample evidence of the need for better facilities. Liverpool is one vast army of workers, all more or less engaged in the shipping trade, and from a really modern point of view, taking London as our standard, it is rather behind the times.

Liverpool has numerous attractions in the way of fine buildings, such as St. George's Hall, the County Sessions House, Walker Art Gallery, Picton Reading Room, Museum, and Technical Schools, and its River frontage is much more imposing than it was ten years ago. The visitor will naturally first of all visit the Landing Stage, and arriving at that point he will most probably have gone through Church Street and Lord Street, where the principal shops are, and pass underneath the Overhead Railway. This Railway was one of the first electric railways constructed in the British Isles, and a trip on it from James Street, or Pier Head Stations to the Dingle on the South, or Seaforth, on the North, is instructive as well as pleasant, for admirable views of the docks and river are afforded from the train, and it is possible to see a much larger area of space than from the street level. An especially fine view of the new Gladstone Dock, a unique structure capable of use either as a wet or a graving dock, which will accommodate the Cunarder AQUITANIA with ease, and take another vessel as well, can be obtained. This dock





Off for the Holidays

[C. F. Inston, Liverpool

is only part of one huge scheme of dock construction, and has cost the Port Authority £1,250,000. Besides being a useful adjunct to those wishing to get from one part of the dock estate to another the Overhead Railway is made much use of by those who live in the northern suburbs of Waterloo, Blundellsands, and Seaforth, and whose business brings them each day to the docks, and for these people special residential facilities are provided, at special rates. The Railway also issue cheap tickets to New Brighton, and cater well for tourists, and give special reductions for large parties.

The Railway facilities of Liverpool make it a splendid junction, and through its various Stations one can get anywhere in the British Isles. The residential facilities are many and varied, and as Liverpool is surrounded with plenty of parks and suburban dwellings it is not surprising to see a number of first class villas in the outskirts. One of the chief residential districts is along the main line of the Cheshire Lines system, and most of the wealthy magnates are to be found at Gateacre, Woolton, and other suburban stations on the system. Full details of season ticket rates to these districts can be had on application to the Manager of the Committee at the Central Station, Liverpool.

Without its shipping where would Liverpool be? Besides its great liners sailing to North and South America, Australasia, China and Japan, as well as to India and the Orient, there are innumerable coasting lines to the Isle of Man, Llandudno, Cork, Dublin, Limerick, Belfast, &c.

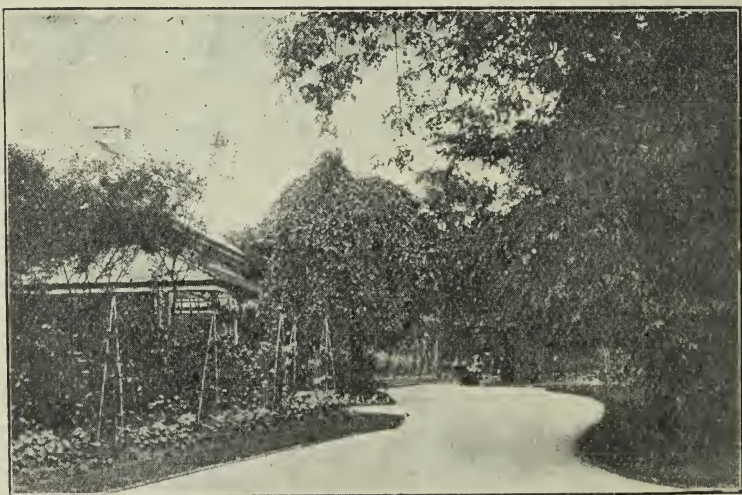
## STOCKPORT.

In the fifteenth century Stockport was one of the most important towns in the North of England, and shortly afterwards became the largest and most influential town in Lancashire and Cheshire, and was the market town for East Cheshire.

Stockport has a very ancient history and was an important town in the old Roman days. The town is irregularly built and very precipitous in some places. The bridge over the river connects Lancashire with Cheshire.

A bronze statue has been erected in St. Peter's Square in memory of the great Free Trader, Richard Cobden, who was the member for Stockport from 1841 to 1847. Vernon Park is worth a visit, the grounds being laid out with much taste, and near the entrance is an excellent museum, containing the finest of mineralogical specimens from the coal strata of the Cheshire district. Edgeley Park contains a large sheet of water where boating may be had.

The charter for Stockport, constituting it a free borough, with a number of extraordinary privileges and rights to the burgesses, bears the date of 1206. In many old deeds the name of the town is spelt Stopport, and in others Stopford. At one time the prices of meal and corn ruled those in Manchester, oatmeal being the staple article of diet for the working classes in those days. An ancient half-timbered building in Underbank still retains its old-world look, and dates from the 15th century. It was originally the town house of the Arderne family, and was known as Underbank Hall. It is at present the premises of the Manchester and Liverpool Bank, which was the first established of the many branches of this flourishing concern, being opened on 1st Dec., 1829.



Lower Walk, Vernon Park, Stockport.

From Cheadle Heath, Stockport, the Midland Railway's main line system commences, thus bringing the beauties of Derbyshire and the Midlands within easy reach of Manchester and other places on the Cheshire Lines system.



## DERBY.—THE CENTRE OF THE ENGLISH MIDLANDS.

Although Derby is one of the most ancient of English Boroughs, having been a thriving town even in the days of Edward the Confessor, there is but little left to bear testimony to its antiquity. Derby was one of the five principal towns held by the Danes, and before the landing of William of Normandy there were 243 resident burgesses. After the Norman Invasion the Domesday Survey of 1086 records only 100 burgesses. In 1637 Charles I. granted it a Charter, and five years later marched through the town on his way to Shrewsbury Field, "borrowing" of the Corporation £300 and all the small arms that could be mustered. But the principal historic event in the town's annals occurred in December, 1745, when "bonnie Prince Charlie" and his heterogeneous army marched exhausted into the market-place and the Prince was proclaimed by the town crier. He stayed two nights in the town, lodging at Exeter House in Full Street, at the back of Iron Gate, one of the oldest of Derby's thoroughfares. But although, as stated, very little now remains to illustrate the town's great antiquity, the visitor can profitably spend a few days there and see objects of interest not to be found elsewhere.



Photo by courtesy of]

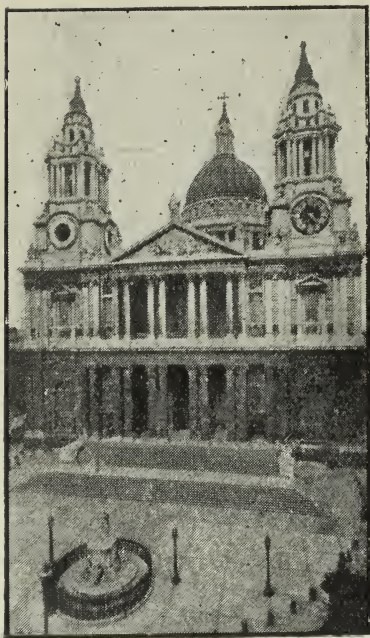
A Bit of Old Derby

[Midland Railway Co.

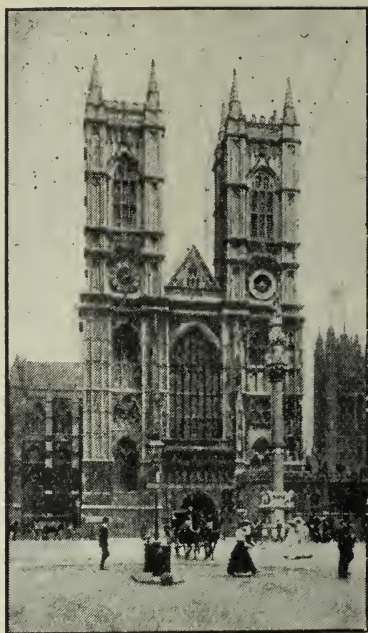
Derby has also special interest on account of its close connection with the history of the manufacture of china. Following close upon the first introduction of porcelain into Europe, a small factory was established in Derby in the year 1750, founded by William Duesbury, to whom George III. granted a Patent to mark the Royal Crown on his wares, and his factory became the most celebrated of its kind in the United Kingdom.

# LONDON.

## Everybody's Holiday Haunt.



St. Paul's Cathedral



Westminster Abbey

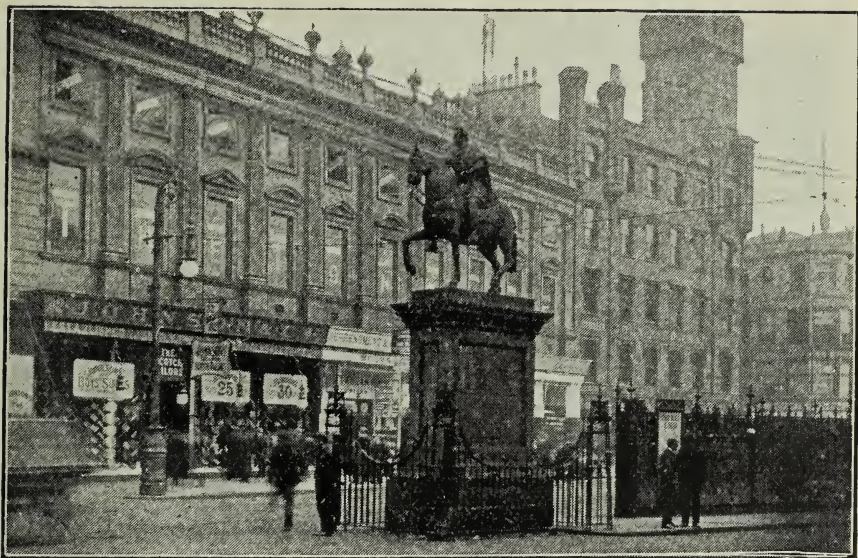
If the whole of this book was devoted to London all could not be told about this vast city, or shall we say collection of cities. It is not our intention to attempt to describe London, because there are far abler pens than ours to do it, but no Holiday Guide would be complete without mention of it, for in many respects it is the foremost holiday resort of the world. A holiday resort whose possibilities can never be exhausted. In London the discriminating visitor may start from any point and go in any direction and never fail to find interest. Notwithstanding the fact that to traverse London and by London one means the word in its widest geographical sense would take a lifetime, the principal sight seeing and pleasure area is confined to one large centre, for the most part of the northern side of the Thames extending roughly five miles from west to east and three from north to south. Within this area lies the City, or commercial and money making quarter of London, most of its beautiful buildings whether ancient or modern, and the fashionable west end with the Royal Palaces and the charming residences of the well to do classes. The fascination of London never ends, and hosts of visitors of all parts of the world flock to pay their tribute to the hub of the world.

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# GLASGOW.



King William's Statute Glasgow Cross

Photo by G. Eyre-Todd

The greatness of Glasgow is of modern growth. It lacks the old streets, the ancient buildings, and the multitude of association which make Edinburgh the romantic and well-beloved town that it is. It has not had the dignity of a capital, and the stirring events of history, the movements of kings and parliaments, have never been so extensively concentrated within its borders. But what Glasgow lacks in historical significance and romantic interest is more than atoned for by its industrial supremacy, and the many civic and commercial achievements which have carried the name and fame of the city to the ends of the earth.

Though Glasgow as a city is most notable in its modern and commercial aspects, the town is not by any means a new one. It is, indeed, as old as authentic history in Scotland, and its earliest records mingle with the mists of antiquity and the twilight gloom of legend and fable. Prior to the coming of St. Mungo, the city's patron saint, with whom the earliest growth of the infant city is associated, tradition tells of Roman and Druidical settlements by the banks of the Clyde.

Foremost among these great enterprises must be counted the changing of the Clyde from a narrow, shallow river to a waterway in which the largest sea-going vessels can be safely navigated. The transformation of the river cost a century of time and millions of money, and now the city has no more valuable asset than the narrow, dirty waterway which links the port of Glasgow with the seven seas.

# EDINBURGH.



Photo courtesy of

Princes Street, Edinburgh

[N. British Railway Co.

Edinburgh is dominated by its hills, and the craggy steep of the Castle Rock is, as it has always been, the most prominent and distinctive feature of the town. In the misty ages, before the dawn of civilisation, the rude, aboriginal races of Caledonia, clustered their sheltering huts under the shadow of the great rock. Centuries of medieval gloom passed, and the Edinburgh of the future was still but a sprawling village, cowering for protection at the base of the giant rock with its fortress crown Arthur's Seat on the east links the city with the golden age of legend and romance, but little that is definite is known of the Christian King's connection with Scotland or of its influence on the destiny of Edinburgh. It can only be conjectured that the princely hero of the Round Table found in that part of Scotland between the Cheviots and the Forth, a theatre for some campaigns and many victories.

Waverley Station and Princes Street may be regarded as the hub of the City, and it is an easy descent to the very heart and centre of the city, where are the General Post Office, the Register House (in which the public records are preserved), and the famous equestrian statue of the Iron Duke. Immediately to the west is the magnificent hotel of the North British Railway Company.

Princes Street is now the main artery of the city, and no more magnificent thoroughfare could well be imagined. It is the triumph of the New Town, which arose when the congestion of the Old rendered extension a necessity.



## TO SEASIDE AND COUNTRY.

### Warrington to Southport.

The origin of Warrington brings one back to very ancient history, being mentioned in the Domesday Book as Walintine; whilst only 150 years ago the first regular stage coach ran from Liverpool to London through Warrington. It is the seat of varied industries, notably iron and steel works of great magnitude, and all over the civilised world it is known for its wire-drawing mills. Soap, glass, and pins are largely manufactured, and it is the centre of the fustian-cutting industry. The Town Hall is a fine structure, standing on 18 acres of well laid-out grounds. There is a good museum, where many interesting Cheshire antiquities are preserved.

After leaving Warrington the first station is Sankey, and from here there is a branch line to Widnes, the main line continuing to Farnworth,  $3\frac{1}{2}$  miles distant. Farnworth fringes the chemical district of Widnes, and is part of a vast agricultural district in which excellent farming is carried on.

At Hough Green, further on, an interesting district is reached, for near by is the little village of Cronton, famed for the gates at Cronton Hall, whilst the immediate vicinity is much esteemed specially. Many visitors patronise Pex Hill, from which there is a fine view, and on the top of which is a large reservoir. Halewood is the next station, and it takes considerable celebrity from the adjoining township of Hale, the birthplace, in 1578, by picnic and cycling parties, and several cater for them of John Middleton, the famous "Childe of Hale," who, to his own inconvenience, grew—some of the legendary "yarns" about him being bold enough to say—during one sleep to a height of 9ft. 3in. Naturally, a man of this abnormal altitude caused a tremendous sensation, and John was accordingly summoned to the Court of James I. that his many inches might be duly inspected. However, John managed to survive till 1623, dying at the age of forty-five, and being buried in St. Mary's Churchyard.

At Halewood we leave the main line, and strike northward for Southport. The country now becomes truly rural, and there are not many railway routes in the kingdom possessing such varied interests as that from Halewood to Southport. The first station serves Gateacre and Woolton, whilst the next, Childwall, only a few minutes away, serves a purely residential neighbourhood, the property of the Marquis of Salisbury. It is by far the prettiest suburb of Liverpool, with its beautiful country seats, and its old Hall and Abbey, and the picturesque Church of All Saints, dating back over five hundred years. A fashionable polo ground is within easy access of the Cheshire Lines Station.

The little village of Knotty Ash is situated within a few hundred yards of the station and contains a public hall, originally built and presented to the inhabitants by Miss Thompson, of Thingwall Hall. The Cheshire Lines Station at Knotty Ash is the nearest station to Knowsley Hall, the magnificent residence

of the Earl of Derby, and within a mile of the West Derby Golf Links, and the well-known Knowsley Delph Pool, at present rented by the Liverpool Anglers' Association. The tramway to Prescot passes the station; also to St. Helens, within reach of Roby and Huyton.



Photo]

Gateacre

[C. F. Inston

After West Derby, famed for its Parish Church, the next station is Aintree, which adjoins the famous Aintree Racecourse, where meetings are held in March, July and November each year. Thousands of passengers are conveyed to witness the contest of the famous Grand National from all parts of the country by special trains. The distance of the Grand National course is almost four and a half miles, and the flat race course is one and a half miles long, with a straight run home of a thousand yards. A private trotting track is within ten minutes' walk from the station, the property of Mr. Gilmore, and is much frequented for this sport.

Close to the station at Sefton and Maghull is the extensive meadow land famed as being the resort of thousands of skaters, when such weather exists for this most exhilarating of all our outdoor sports, and when this does occur the Cheshire lines make a special point of running frequent and fast trains to the spot. For school treats and picnic parties there are three large fields adjoining the station, which are capitally adapted for such purposes, suitable covering being supplied in case of inclement weather. A wishing-well, near the church, has great attractions for young people. Ince Woods are in the vicinity.



Altcar, further on, is well known to thousands who patronise the famous Waterloo Coursing Meetings, as it is the station in closest proximity to the coursing ground, where in February in each year the much-coveted "blue riband of the leash" is contested. The village is a pretty one with the Alt river flowing past it.

Later Mossbridge is reached, a purely agricultural district, famed for the production of potatoes. In 1565 an Irish vessel, laden with a cargo of sugar and potatoes, was wrecked at the Old Pool, near Southport. The potatoes were washed ashore in large quantities, carried off to Mossbridge and Formby. This is said to be the first introduction of the potato into England.

Ainsdale Beach is the station for a new and charming little watering place situated about  $4\frac{1}{2}$  miles from Southport and possessing many attractions, the chief being a splendid view and a stretch of hard sand extending for many miles on either side. For bathing the beach could not be excelled, being entirely free from quicksands and the water is of great purity. It is an incomparable place for school treats, picnics, or children's holiday camps. An asphalted promenade has been built on the front, from which both Blackpool and New Brighton Towers are in full view, and on a clear day Whitehaven hills are clearly visible.

Birkdale has since the spring of 1912 been amalgamated with the neighbouring town of Southport. A few minutes' run from Birkdale Palace Station brings us to Southport: "A lovely spot for all that life can ask; salubrious, mild."



Photo]

Lydiat Old Priory

[C F. Inston

## **SOUTHPORT,**

Southport is situated on the West Coast of Lancashire, about mid-way between Liverpool and Preston, and is known as England's Seaside "Garden City," being one of the most fashionable pleasure resorts in the North of England.



Pier Entrance, Southport



The Municipal Buildings, Southport

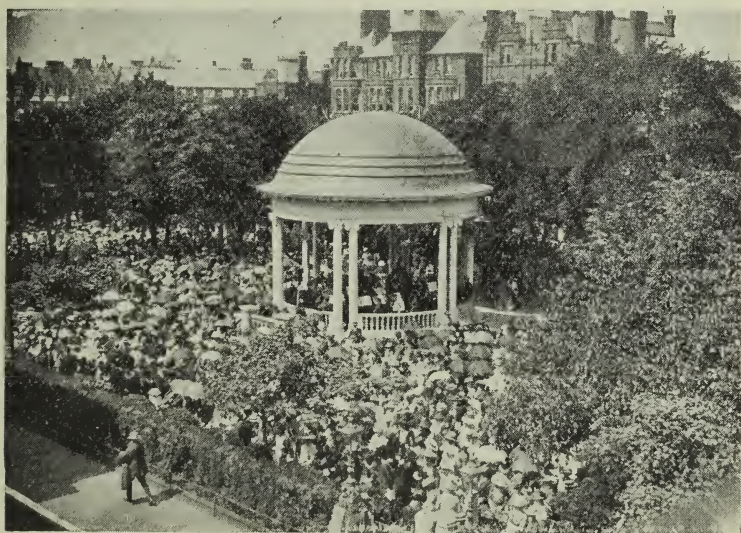
The Opera House in Lord Street is a splendidly appointed theatre, and is regularly visited by first-class touring Companies. Other very popular places of entertainment are the Palladium, and



other Picture Theatres in Lord Street. Pierrot Entertainments and various forms of amusements may be enjoyed on the Fairground on the beach, whilst the Band and Alfresco Concerts at the Pier Head are daily a great source of attraction in the Summer Season. At the Promenade end of the Pier is the Pier Pavilion, where excellent Variety Entertainments are given twice nightly all the year round. Capital exhibitions of high diving are to be seen at the Pier Head. During the winter months a unique and interesting spectacle is to be seen there daily about noon, when the seagulls are fed.

A large portion of one side of the Promenade is composed of beautiful ornamental gardens, called the North and South Marine Parks. Adjoining the South Marine Park there are the magnificent King's Gardens, which were opened by H.M. the King in July, 1913.

On the Marine Lake, adjoining the promenade, and which is over three-quarters of a mile in length, a great deal of rowing and sailing is done, but for those who so desire, a trip round the lake



Corporation Military Band, Southport

can be made in one of the motor launches, which make frequent journeys at low fares. It is interesting to note that boating may be here indulged in during both winter and summer. The average depth of the lake is only about 3 feet 6 inches.

The Corporation have provided a huge open-air sea bathing pool near the Pier at a cost of about £4,500, to ensure safe bathing.

During the season there are frequent steamboat trips to Blackpool, and sometimes to Douglas and Llandudno. In addition, short sailing and fishing cruises in the Channel may be made from the Pier Head by one or other of the many boats belonging to the local fishermen.

Established A.D. 1703.

# BUTT

& Co. Ltd.,

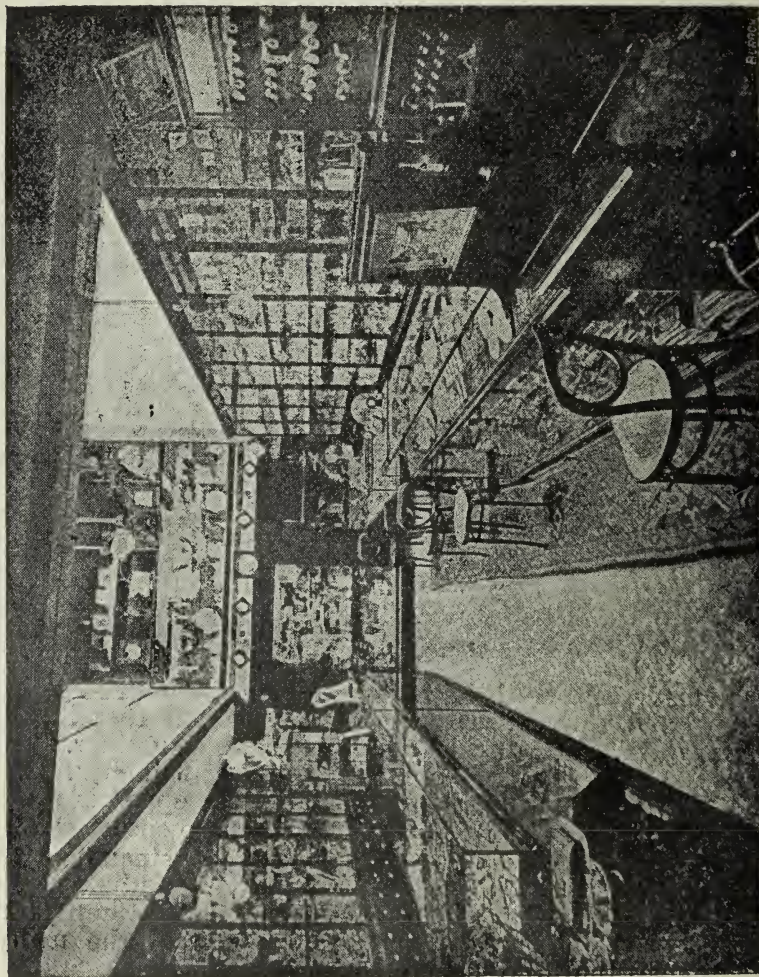
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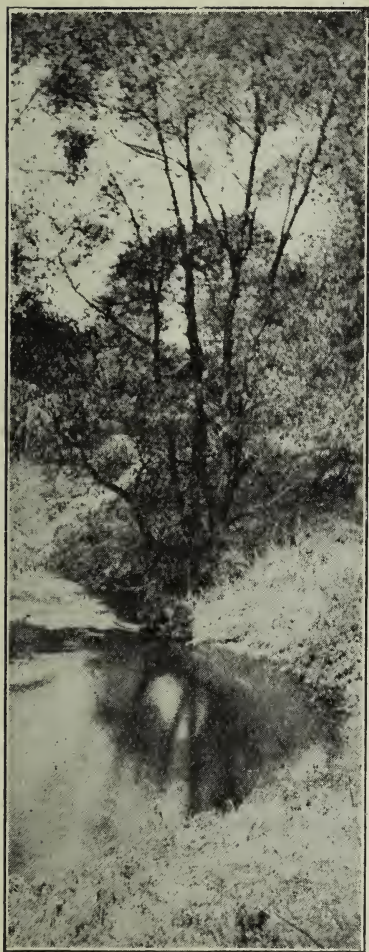
ANTIQUE SILVER,  
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**SOUVENIRS:** Cheshire  
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## Manchester to Chester.



The Bollin, Hale

a mocking laugh. The scenery in the neighbourhood is very fine, especially in the Bollin valley.

KNUTSFORD, the Cranford of Mrs. Gaskell, is a charming old-world town, one of the few places in England which still observes May-day celebrations, and has the advantage of crowning a May Queen each year, a function that draws enormous crowds from all parts to witness. This May-day queening is of very ancient origin. The procession marches through the principal streets of the town to the heath, where the coronation is performed. A Sedan chair used in the old Cranford days is regularly carried in the procession and looked upon by the natives with great veneration. The town itself is very attractive

The journey from Manchester to Chester is one of the most enjoyable runs out of Manchester. After leaving the busy Central Station we arrive at Altrincham, as the three beautiful townships of Altrincham, Hale, and Bowden are now usually called. Dunham Park, the property of Lord Stamford, which is open to the public, is near, and its Green Walk, Deer House, and the wonderful profusion of wild hyacinths are features of interest, as well as its old oaks and elms, which are unsurpassed anywhere. Many attractions may be found on the River Bollin, at Castle Mill, and Rostherne Church and Mere, all within easy distance of Hale, a station formerly known as Peel Causeway. The next station, Ashley, is convenient for visitors to the famous old church of Rostherne, which contains many old monuments to the Tatton family, and others. The churchyard, with its moss-covered gravestones, on which many quaint epitaphs may be deciphered, runs down to the edge of the mere, a romantic piece of water, about which legends of all kinds are narrated. One is that on each Easter Sunday morning a mermaid brings from the bottom of the lake to the surface a bell that an evil spirit had caused to fall from the tower into the depths of the lake and after solemnly tolling it, dives back out of sight with

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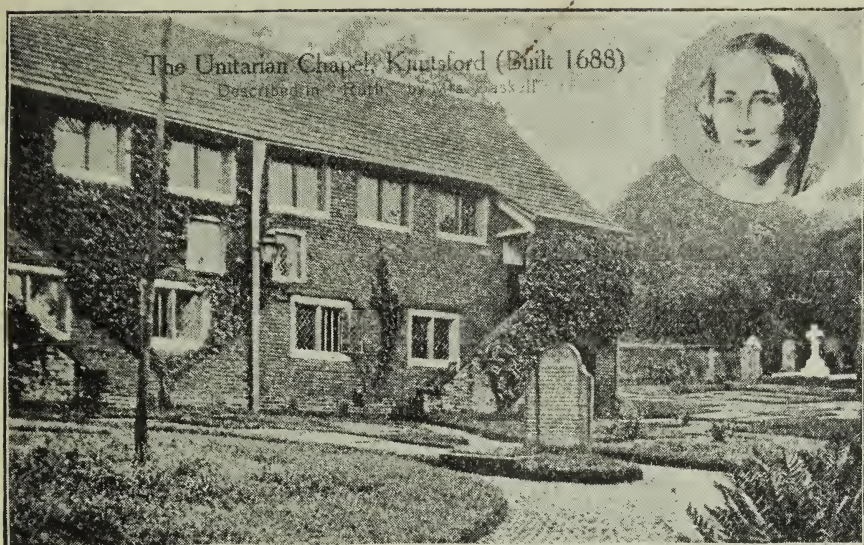
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**Excursions and Pic-nics arranged  
through Delamere Forest and to  
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with its quaint and singular buildings of great antiquity. A famous Grammar School was founded here before the Reformation. The old halls in the neighbourhood are interesting, all having the glamour of ancient residential splendour surrounding them. Anglers will find some good fishing in the locality, and the roads are capital for cyclists. The Tatton Golf Club has its links in Tatton Park. The memorial tower and buildings in the middle of King Street are dedicated to Mrs. Gaskell, the celebrated author of "Cranford," who identified Knutsford with this and many other of her well-known writings. The name of the place was originally Canute's Ford, and mentioned as such in Domesday Book; a square in the town is called Canute Place. Tatton Park, the property of Lord Egerton, adjoins the town and is open daily to the public after one o'clock. This enormous demesne is 12 miles in circumference, and contains scenery of a singularly beautiful description. The curious old-timbered houses in the town of the Tudor and Stuart days are of great antiquity. The picturesque beauty of its rural scenery and its close proximity to several ancient mansions and historic churches makes Knutsford an ideal spot to spend a pleasant day.

The salt industry centres itself in the ancient and remarkable town of NORTHWICH, which presents to a stranger a curious, if not ludicrous, appearance, on account of the peculiar leanings, one way or the other, of many of its houses and buildings owing to the subsidence of the ground on which they are built, caused by pumping out the brine from beneath. These curious buildings are now more confined to the older part of the town, but this condition is not so bad as it was. A Compensation Board exists to meet claims and grant allowances for loss or injury to property

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WATER.

WATER.

WATER.

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**CASTLE STREET. :: CHESTER.**

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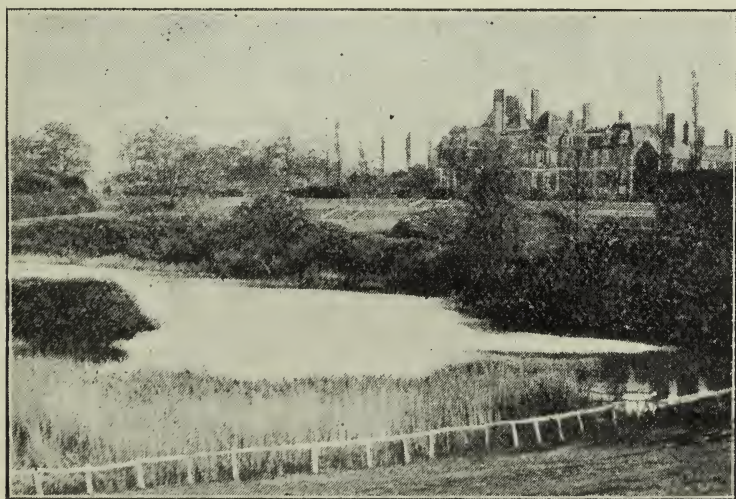


Photo]

OLD WELL, GREAT BUDWORTH, nr. NORTHWICH. [C. F. Inston  
A tablet in this well has the following lines

Blessings in never ending love  
Are on us poured from heaven above,  
This running stream with ceaseless flow,  
Springs from the bounteous earth below,  
Alike in both His goodness shown  
Whom heaven and earth their maker own.

sustained through brine pumping, the funds for this purpose  
being raised by a local tax not exceeding 3d. per 1000 gallon/s on



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all brine pumped by salt manufacturers. It is not an unusual thing to have a whole house raised by means of hydraulic screws and a new foundation placed underneath. This has been recently done to one of the leading hotels, which has only been rebuilt within the last few years. Cheshire Lines station is convenient for Great Budworth and Weaverham, typical villages well worth a visit. The central point of Cheshire is said to be Davenham Church, a short distance away. An old saying is that the church "stands in the middle as near as three barley corns," but the great Cheshire historian, Ormerod, describes an old oak tree which stood in Bostock Village as "the centre of Cheshire within a yard

or so." Colonel France-Hayhurst, of Bostock Hall, had the old oak cut down and planted another in its place on which is a brass plate stating that it stands in the centre of the county of Chester.

The enormous chemical works of Brunner, Mond and Co., as well as large works of the Salt Union are also situated here, the locality being remarkably well adapted for cheap transit of the raw and manufactured article. The North Stafford Canal have a wharf adjoining, from which the small canal boats can be lifted loaded into the River Weaver, a distance of about 70ft. or 80ft. This is done by Anderton's Hydraulic Lift, and the enterprise of the Weaver Navigation is responsible for its adoption.

Visitors from Manchester, South Lancashire and Yorkshire will find Northwich, situated as it is in the centre of Cheshire, a most suitable



Winnington Hill, Northwich

starting point, for a motoring cycling trip through the celebrated country districts of the county, as by training to there they miss the dreary run through the suburbs and urban districts of Manchester and the surrounding towns. There is a good train service to Northwich, and from there trips by motor chais-a-banc, motor bus, etc., can be arranged (see page 22) to Great Budworth, Sandiway, Beeston Castle, Tarporley, Chester, N. Wales, and through the celebrated Delamere Forest.

The terminus of the branch line from Cuddington the next stop, is known as WINSFORD and Over Station, so as to distinguish it from the names of other stations in the district.

Over is a very old borough, created in the time of Edward I., and until recently boasted of a Mayor and Corporation, whose predecessors had governed it for something like 600 years. During that long period of time ancient privileges were attached to the office of Mayor, not generally enjoyed by those holding so dis-

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Telegrams: "Crosville, Chester." 29

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tinguished an office—for instance, if three pigs were lying down in any street in the borough the Mayor was privileged to disturb the middle one, and lie down in its place.

The name Winsford for legal purposes is the name of the Urban District now existing. Originally there was a ford over the Weaver, which belonged to a person named Wynne, and from that origin we derive Winsford. It is the seat of the salt manufacture of this country, and more salt is manufactured there than in any other place in the world. The brine extracted is the strongest brine in the kingdom, and is successful in cases of rheumatism, sciatica, lumbago, and neuralgia. Higher up the River Weaver proceeds through beautiful undulating country, made more picturesque by the trees and shrubs which adorn the banks. Boats of all kinds are plentiful and can be hired at moderate cost.

The venerable and interesting Church of St. Chad, which is said to date back to 1113, but which has been restored many times, is only a short distance away. There is a legend connected with this church, which is fully illustrated and explained in Major Egerton Leigh's Ballads and Legends of Cheshire.

Vale Royal is only situate two miles from the Winsford and Over Station, and about one mile from the Cuddington Station.

Edward I. in 1277 laid the foundation stone of the Cistercian Abbey Church at Vale Royal, which took 73 years to build, and cost the equivalent of half a million of money. It has now been proved that it was 20 feet longer than the great place called "Olympia" in London, and much longer than Fountains Abbey in Yorkshire.

The Winsford Urban District Council have many public buildings to maintain, such as the Technical Schools, the Public Baths, the Free Library, the Guildhall, etc., and the district is well supplied with good main roads, which are kept in admirable order. The rates of the town are extremely low. There is an abundant supply of town's water of excellent quality, and the sanitary state of the district is attended to in a most satisfactory and efficient manner. The gas supply is good, and the Council look after the town's interests in a very enterprising manner. Winsford has a very low death rate, is well supplied with recreation grounds—one given by the late Lord Delamere, and the other by Mrs. Newall, of Wharton Hall.

Pamphlets fully explaining the qualities of the Brine Baths and the town's attractions, as well as other information, can be obtained from the Clerk of the Council, Winsford.

A historical novel entitled "Ida," or "The Mystery of the Nun's Grave at Vale Royal, in Cheshire," has been written by John H. Cooke, a solicitor, of Winsford, Cheshire, and Clerk to the Urban District Council. Mr. Cooke is also the author of "The Queen's Diamond Jubilee in Cheshire," "Bibliotheca Cestriensis," and many other books.

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Five minutes walk from the Cross.

Detached House standing in Walled Garden.

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Returning to the main line, we come to Cuddington, a beautiful place on the fringe of Delamere Forest, which can be made the starting point of a tour of about 20 miles through glorious scenery. The village of Tarporley can be reached from here, a place justly proud of its very handsome church, and a two miles' drive brings one to the ruins of Beeston Castle, from the summit of which a wonderful view of the surrounding country can be obtained.

Soon the beauty of the scenery in the most charming of all Cheshire, Delamere, opens before us. Delamere Forest has become a household word. To the uninitiated it might bring up ideas of wildwood and patriarchal oaks and elms, whereas the Forest, though occupying 8,000 acres known as the Vale Royal, is not a wild tract, but a highly cultivated district abounding with trees, especially Scotch firs, from which emanates the aromatic health-giving odour, so much prescribed by physicians in cases



of consumption. Between Delamere and Mouldsworth two large sanatoriums have been built, one for the Corporation of Liverpool and the other for Manchester, both for the benefit of consumptives or anyone suffering from chest affections.

Lord Delamere's beautiful seat, called Vale Royal, is a short distance away, and Delamere Station is the highest point on the Cheshire Lines, and Eddisbury Hill, close to, is the highest point in Cheshire, from which a most glorious view can be obtained of the Forest and surrounding country, whilst Hatchmere Lake is open to the public for fishing.

We next reach the beautiful district of Mouldsworth and Mickle Trafford, which are only a few miles distant from Chester.

# From City Streets to Country Lanes Holiday Information Bureau.

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FOR the convenience of those readers who desire to have further information, either of the Resorts mentioned in this Guide or others not mentioned, the Proprietors have inaugurated a **Holiday Information Bureau**, whereby all official information as regards the attractions, train service, lodgings, &c., may be obtained, **FREE OF CHARGE**.

The Bureau has filed details of all kinds, and in every case the fullest information will be given willingly.

The Holiday Bureau is situated at 67, Dale Street, Liverpool, and is open from 9 a.m. to 6 p.m. Monday to Friday, and from 9 a.m. to 1 p.m. on Saturdays. Closed on Bank Holidays.

Mr. Mark Meredith has been appointed Manager of this Bureau.

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THE EDITOR.

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### CHESTER.

The fame of Chester, its Walls, its Rows and picturesque streets, is world-wide, and hither come troops of visitors from home and abroad. The charm of Chester is found in the fact that the whole of the City within the walls is built over and upon the remains of another city, in which for centuries the Roman legions lived and died. Ancient Chester was simply a fortified town, and it is scarcely possible to scratch the earth 2ft. or 3ft. without coming upon evidence of the daily life of our ancient conquerors.

The ancient city within the Walls was arranged (Roman fashion) upon lines of the greatest simplicity and directness. Inside, the space occupied is a long square, the southern side only being irregular, following the line of the river. The main streets cross each other at right angles, the intersections being in the middle of the town. Entering from Foregate Street, a straight line runs through Eastgate Street and Watergate Street; and this is crossed by the line of Northgate Street and Bridge Street at right angles. At the intersection of these lines the High Cross formerly stood, and this part is still known as "The Cross." These four streets just named are the principal; and here will be found the world-famous Rows, and the most interesting specimens of the ancient house architecture.

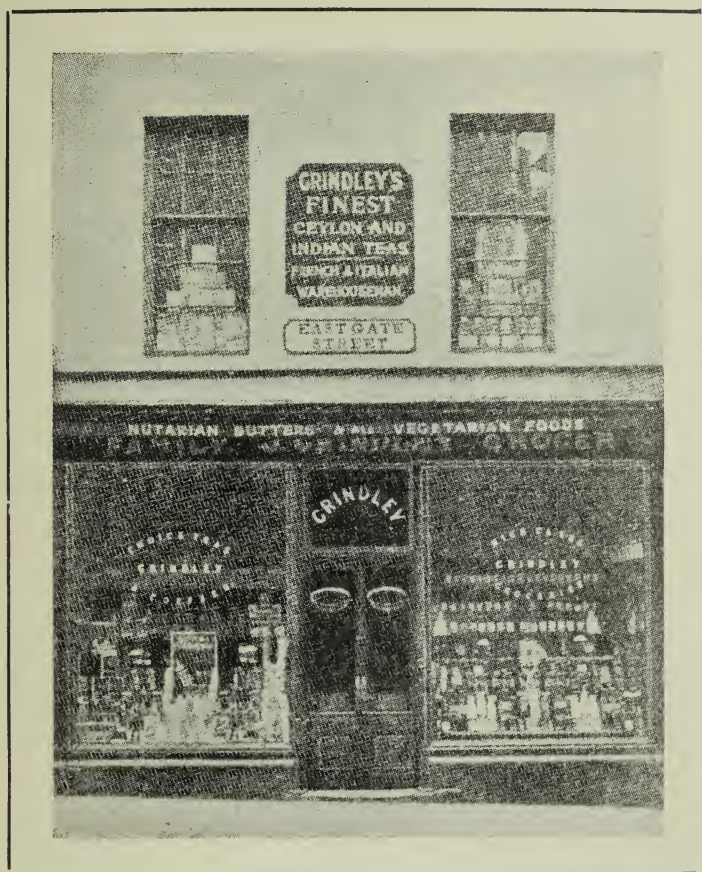
If you turn up Northgate Street, the Town Hall is upon the left, close to the greatmarket, and opposite the Cathedral. The present building was formerly opened by King Edward VII., when Prince of Wales, on the 15th October, 1869. It was erected in place of a former one of much less pretension, which had been destroyed by fire seven years before, in 1862. The market adjoins



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and is a convenient and modern building, and has been enlarged by the addition of a wing for the accommodation of the monthly Chester Cheese Fair and the annual Cheshire Dairy Show.

The municipal government consists of a mayor, sheriff, ten aldermen, and thirty councillors; and the earliest of the mayors on record dates from the thirteenth century. The title of Earl of Chester is one of the titles of the heir to the British throne.

THE WALLS, so notable a characteristic of Chester, and more perfect than any structure of the kind in Britain, in that they completely encircle the older portions of the city, form a continuous promenade of nearly two miles, with delightful views of mountain and river and green meadows.

The Walls, as appears in old plans, were strengthened by several towers, which were placed within bow-shot of each other, and erected chiefly on the north and east sides. The city was further defended on those sides by a fosse or deep ditch, of which mention is made in the account of the Barons' War, and again in Queen Elizabeth's reign, but in process of time it became filled up and so lost sight of until the early part of the nineteenth century.

Mounting the steps by the Eastgate for our perambulation, and proceeding northwards, we shortly obtain a fine view of the Cathedral, with the Chapter House and Lady Chapel, both of Early English style. We then come to the Kale-yard gate, made for the Abbot's convenience of access to the kitchen garden, a matter of bitter dispute with the civic authorities. The gate is now, under the Dean and Chapter, locked every night at ten o'clock and opened at 6 a.m.

Further on there were two towers, now destroyed; one occupied by the Saddlers' Company, but taken down in 1780, and yet another rented by the Barbers' Company. At the north-east corner is the tower known once as Newton's Tower, but afterwards when rented by the Painters' Company, called the Phoenix, from the crest of the company sculptured on it, but used also in common as a meeting-house by the Stationers' Company, and other City Companies.

From this tower, as the inscription over the doorway states, King Charles I., on 24th September, 1645, watched the engagement between his troops and the Parliamentarians on Rowton Moor.

Passing over the North Gate, from which a charming view can be obtained of the Welsh hills and their highest summit, Moel Famau, we come to Morgan's Mount. This is a Watch Tower consisting of a chamber on the walls with an open platform above, accessible by a few winding steps. Here in the earlier part of the siege a battery was erected which, for a while, kept the besiegers in check, but in October, 1645, the Royalists were driven from their post by a more powerful ordnance.

A little further westward is Goblin Tower, called, in Henry VIII.'s reign, Dille's Tower. It was originally twice its present height, and was occupied by the Smith's Company. In 1730 it



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## CHESTER.

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the trains. Passenger Elevator to all floors. Night Porter in attendance

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had the name of Pemberton's Parlour, from the fact that a rope-maker of that name used to sit in it watching his men at work under the walls. On the wall of this tower is fixed a tablet which records extensive repairs of the walls and pavement carried out in Queen Anne's reign, and, in addition to the Mayors in office at the time, gives the names of Muringers. These officers were appointed to administer the Murage, a tax payable from early times to the Crown, but ear-marked for the proper maintenance of the City walls and towers.

The last of the towers on the north side consists of an inner and an outer tower connected by an embattled terrace and a flight of steps. The upper one bears the name of Bonewaldesthorpe Tower.

Just before ascending the steps leading up to the promenade over the Bridge Gate the visitor should notice an arch in the wall, since 1838 filled in with masonry. This marks the site of a postern, called the Ship Gate or Shepe Gate (also Hole-in-the-Wall), giving access into the city from the ford across the Dee, and ever since the time of Edward I. under the charge of the keeper of the Bridge Gate.

Pursuing our course over the Bridge Gate we come to the flight of steps known as "Wishing Steps," arranged in six sets of three each. Here, if we would obtain our wish, we must run up the whole flight of steps and down again and finally up once more to the top without taking breath. Possibly Cestrians may perform this extraordinary feat, as having inherited some of the enduring strength of their Roman predecessors, but it is not for ordinary mortals. The attempt will doubtless fitly prepare us for ending our perambulation of the Walls at the East Gate, after passing the much decayed structure built out from the Wall, known as Thimbleby's Tower, probably so named from a lady of that name, a generous parishioner of St. Michael's in the latter part of the sixteenth century.

Of the four gates of the ancient city the most interesting one to us is the North Gate, after which the Cheshire Lines station at Chester was named. The North Gate was built in 1809-10 at the expense of Robert, Earl Grosvenor. The architect employed was Mr. Thomas Harrison, who designed the Grosvenor Bridge and the modern part of the Castle. The old gateway was a narrow and inconvenient passage between two towers, with a structure above used as the City Gaol, and several feet below the gateway,

---

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	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
CHESTER .....	d	9*45	1030	1130	1 0	1 30	2 45	3 30	4*30	5*30	7† 0
ECCLESTON FERRY		1030	1120	1220	1 50	2 20	3 35	4 20	5 20	6 20	7 50
IRON BRIDGE...a		...	1145	...	...	...	...	...	5 45	...	...
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
IRON BRIDGE...d		...	1145	...	...	...	...	...	5†45	...	...
ECCLESTON FERRY		10*30	1210	1235	1 50	2 20	3 35	4 30	6†10	6*45	7†50
CHESTER .....		11 15	1 0	1 25	2 40	3 10	4 25	5 20	7 0	7 35	8 30

Weather  
and other  
causes  
permitting.

\*9-45 a.m. and 5-30 p.m. Boats (Chester to Eccleston) and 10-30 a.m. and 6-45 p.m. Boats (Eccleston to Chester) will run only during the months of JUNE, JULY and AUGUST. †The 7-0 p.m. Boat (Chester to Eccleston) and the 7-50 p.m. Boat (Eccleston to Chester) will run only during the months of JUNE and JULY. ‡Sept. —The last Boat is 4-30 from Chester, 5-45 from Iron Bridge, 6-10 from Eccleston. In addition to above, there will be a Boat leaving Chester at 12 noon, 2 and 4 p.m. when not otherwise engaged.

**FARES—Chester to Eccleston, 6d. Single; 9d. Return.**

„ Iron Bridge, 8d. „ 1s. „

**Special Terms made for Parties on Application.**

*Refreshments can be had at Tea Room on The Stage.*

Those who contemplate making the trip up the Dee by Steamer are advised to patronise the Dee Steam and Motor Boat Company Limited, whose Steamers sail from "The Stage" at the bottom of Souters Lane, which is approached by way of St John Street, and past the General Post Office.

**The DEE STEAM & MOTOR BOAT Co. Ltd.  
THE STAGE, CHESTER.**

**TELEPHONE 1038 CHESTER.**

sunk deep in the solid rock was a horrible dungeon, divided into several chambers, one of which bore the suggestive name of "Little Ease." The City Records have many references to the very distressing incidents connected with this old-world prison. The gate was defended on the north by a deep fosse crossed by a drawbridge. In addition to these four gates of the old city, there is a fifth called the New Gate. This gate, despite its name, which, appropriate once, has lost its meaning, was certainly in use in the reign of Edward VI. (1552) and probably much earlier.

THE ROWS are a remarkable feature of Chester architecture and are, it is believed, unique. A resemblance has been suggested with the arcades of Berne and the old parts of Bologna and Pisa, but the comparison is not a close one. The special characteristic of the Chester Rows is not the piazzas, which are common enough in Continental cities, but the rows of shops one over the other.

THE CATHEDRAL has associations which carry us back more than a thousand years. This lengthened period is marked by the many different periods of architecture in the group of buildings. There are no traces existing now of the Saxon Church which was without doubt built on the site. St. Werburga's remains were brought here from Hanbury in Staffordshire in 875. She had been placed by her father, Wulphere, King of Mercia, over the religious houses for women in his kingdom, and here there would have been most probably a religious house associated with her name. Here in 925 a house for "secular canons" was founded or enlarged by King Alfred's daughter, Ethelfleda, further endowed by King Edgar, and again extended by that "grim Earl," Leofric of Mercia, Godiva's husband. This house of "seculars" was changed into a Benedictine monastery in 1093, by Hugh Lupus, the first Norman Earl of Chester, under the advice of his friend Anselm. Some of Anselm's works in the original Norman Church may be seen in the base of the North-west Tower. The North Transept, though raised in height, remains of the same size as in Anselm's church.

In the thirteenth century the exquisite Lady Chapel and the Chapter House, both of Early English style, were added. Simon of Whitchurch, Abbot 1265-1289, Edward I.'s staunch friend and adviser, built several parts of the Abbey, and his namesake, another abbot, Simon Ripley, 1485-1492, who rebuilt the manor house at Saighton Grange, was responsible for much of the perpendicular work, the west front, nave and south transept. The

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**LOOKERS LTD.,** 134, FOREGATE ST.,  
CHESTER.

**Agents for Lancia, Hispano Suiza, Straker-Squire,  
Swift and Ford Cars.**

**REPAIRS AND OVERHAULS A SPECIALITY.** 43



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## The OLD ROMAN BATH and HYPOCAUST

Which is in a perfect state of preservation and in its ORIGINAL POSITION. OVER 1800 YEARS OLD.

**ON VIEW AT 39, BRIDGE STREET, CHESTER.**

Large Assortment of Miniature Crest China (Roman Models) and Post Card Views of Chester. Proprietors: **H. Jones & Co.**

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**ON HIRE.** **APPLICATION.**

**E. DUTTON & SONS, Carriage Proprietors,**  
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Telegrams: "MacLean, King's Head, Chester."

## **KING'S HEAD HOTEL,** **GROSVENOR STREET, CHESTER.**

This fully-licensed Hotel is on the high road to North Wales. Excellent "pull-up" place and every accommodation for Visitors.

**LUNCHEONS, &c.** **Proprietor, ALEX. MacLEAN.** 28

## **ISAAC WILLIAMS & SON,**

**Registered Plumbers, Glaziers & Gasfitters,**

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Glass of all Qualities and Patterns kept in stock. 30

## **CITY ARMS HOTEL,** Frodsham St., **CHESTER.**

Ordinary Daily 12 to 2. Parties Catered for.

Tariff Moderate. Bed and Breakfast from 3/6.

Good Stabling. Garage. Cyclists Catered for. Tel. No. 614. 10

Jacobean period is illustrated in the Consistory Court by the work by Bishop Bridgeman. The great south transept, which is nearly as large as the nave, was used as a Parish, known as St. Oswald's, until 1880, and has recently been restored as a memorial to the late Hugh Lupus, first Duke of Westminster.



The house that is perhaps best known in all Chester is "God's Providence House," although it has not by any means the finest front. It owes its name to the fact that the original builder placed it upon the house in order to commemorate his escape during a time of pestilence. The ornamental panels are, if not originals, reproductions of old ones in the same house; and it is well to bear this in mind, as it was "restored" in 1862, and the process gives rather a wide latitude occasionally. The inscription upon the front, just over the Row, is "God's Providence is Mine Inheritance." It is near the upper end of Watergate Street.

Mention must be made of THE RODEE, measuring some 65 acres, where the famous Chester Races are held.

Telegraphic Address: "GRILL, CHESTER."

Telephone No. 0266.

## Cottiers' CITY GRILL & RESTAURANT

16, Foregate Street, CHESTER.

DINNERS FROM 1/-

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Parties Catered for.

ALES, WINES AND CIGARS.



# BOATING ON THE DEE AT CHESTER



**CHESTER BOAT COMPANY,** Aikman's Gardens, The Groves  
Pleasure Boats of all kinds. Motor and Steam LAUNCHES  
Accommodation for MOTOR CARS. Telephone **18.**

**CAPNER'S** The Groves. Pleasure Boats. STEAMERS—  
"Toronto," "Ontario," and "Florida,"—run frequently  
to Eccleston Ferry—Eaton Hall and Gardens, Special  
terms for parties. Telephone **172.**

**STUBBS' BOATING COMPANY,** The Groves.  
Boats of all kinds, Steam and Motor LAUNCHES.  
Commodious Dressing Rooms. Teas and Refreshments.  
Telephone **345.**

**DEE BOATING COMPANY,** The Groves.  
Steam and Motor LAUNCHES. Pleasure Boats.  
Telephone **136.**

**BOLLAND'S** Riverside CAFE adjoining.

The RIVER DEE, while it gave to Chester the name Deva, by which it was known in the earliest period, adds much to the amenities and well-deserved popularity of the city, with the present-day visitors. This "wizard" stream, which furnishes one of the finest stretches of boating water in the kingdom, has many historical and poetical associations. Rising among the Welsh mountains, it was believed to foreshow by its wayward



Eccleston Ferry

course and sudden floods the fluctuating fortune of the Cymry and their aggressive enemies on the other bank.

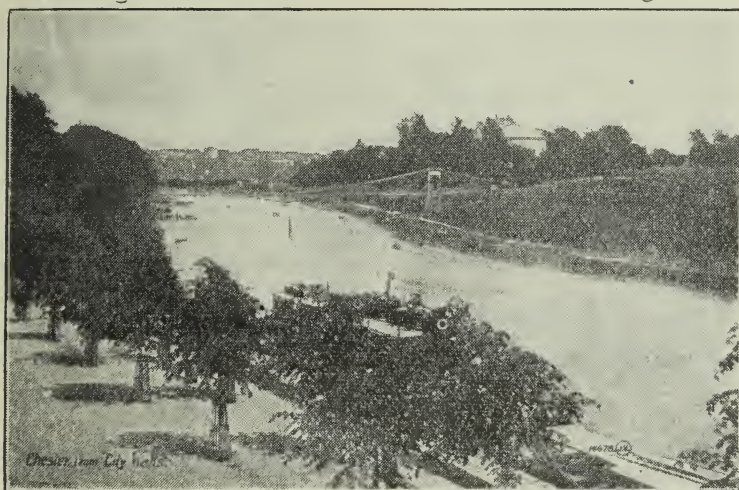
Kingsley's pathetic lines on "The Sands of Dee" were composed about the Cheshire (not the Scottish) Dee. Where British coracle and Danish long boat and Plantagenet and Tudor trading ships had been familiar objects in the Dee and its Estuary, now shapely well-built skiffs, steamers and motor launches take their easy and pleasant course into many of the picturesque spots for which the Dee is noted.

Apart from the historical interest of the river, the Dee is undoubtedly one of the fairest and safest rivers in England, winding its way between green and wooded banks, through part of the grounds of Eaton Hall, the charming home of the Duke of Westminster, and on to its picturesque Wales, and to those who love the pleasure boat (and who does not?) offers unrivalled facilities, so that at the riverside in the shady groves one has the choice of almost any kind of craft. There are about 500 rowing boats and canoes licensed for hire, a number of steamers and motor launches, and, of course, many privately owned rowing



boats and motor launchees. Thus those who desire the restful attitude may recline in a neat little steamer while sweet music is discoursed, and others with a realisation of the physical advantages derived from rowing may resort to the smaller craft. In the Groves (often illuminated by electricity when concerts are given) the visitor is confronted with the premises of a number of boat builders and others who ply for hire, including the Dee Steamboat Company, Chester Boat Company, Stubbs Boating Company, Dee Boating Company, and others.

A favourite trip of about 4 miles by water is to Eaton Hall, the seat of the Duke of Westminster. Starting from the Groves under St. John's Church, and passing through well-wooded reaches, we come to Heron Bridge. At Eccleston Ferry, popularly known as "Jimmy the Boats," after a former keeper of the ferry, a halt may be made for refreshments. Here the visitor may



alight for a pleasant walk of about ten minutes through the Park, past a rustic structure overlooking the Dee, near the favourite resting-place of the celebrated painter, Wilson, past the stud farm famous for its connection with Touchstone, Ben d'Or, Ormonde, Orme, Flying Fox, and other race horses. The broad path leads on to Eaton Hall with its state rooms remarkable for exquisite treasures of art.

If the visitor elects to go further by the water route, a landing may be made at the Iron Bridge, where refreshments can be obtained, and a few miles on, the bridge joining Holt and Farndon will be found of interest.

Head Offices: DUDLEY.

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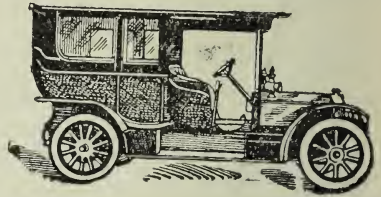
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Repairs and Ford Accessories. Sole Agents  
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## HARRY RICHARDS,

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NORTHGATE STREET,  
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<b>SWEET PEAS</b>	<b>FLOWERS</b>	<b>VEGETABLES</b>
<b>Purity and Germination Guaranteed</b>	<b>SEEDS</b>	<b>Lists Post free on application.</b>
<b>GRASSES</b>	<b>CLOVERS</b>	<b>ROOTS</b>
<b>McHATTIE &amp; CO.</b>	Seed Merchants,	<b>CHESTER.</b>



## A GARDENING CALENDAR.

**JANUARY.**—Make new gravel walks where required; lay new turf and form new flower borders. In open weather rose trees may be planted and bulbs put in. Towards end of month sow radish, carrots, parsley, cabbage, and parsnips. Prune fruit trees and plant new where required.

**FEBRUARY.**—Roll grass lawns and walks, dig and manure borders; make hot beds ready for tender varieties of annuals; move greenhouse plants, plant violas and pansies. At end of month prune hardy roses for early blooming. The kitchen garden should be dug up and manured, to allow manure to become incorporated with soil. Sow early peas and potatoes, also broad beans, parsley, &c.

**MARCH.**—Sow hardy annual flowers, such as nemophila, large flower flax, candytuft, rocket, larkspur, godetia, &c. Pot dahlias and put in cold frame. Pot cuttings of bedding plants, train and trim ivy. Marsh marigolds, crocuses, daises and daffodils bloom this month. Plant chief crop of potatoes if soil be well drained. Almost all kinds of vegetables may be planted this month.

**APRIL.**—Pay great attention to weeding; complete pruning of rose trees, including tea, scented, and China. Sow hardy annuals. Plant dahlia roots and divide old chrysanthemums. Sow seeds of hollyhocks, wallflowers, Brompton stocks, and other biennials. Forget-me-not, narcissi, daffodils, violas, primroses, violets, pansies, &c., are in flower. Sow vegetable marrows and Brussels sprouts, also potatoes, beet, and turnips.

**MAY.**—Plant gladioli, lilies, dahlias, and hollyhocks. Syringe rose heads daily, to free them from caterpillars and aphids. Thin out hardy annuals, and transplant half-hardy annuals. Picotees and carnations may be trained to sticks. Auriculas, lilies of the valley, &c., bloom this month. Sow broccoli, peas, beans, &c., for succession. Pinch gooseberry trees, and trim out the runners of strawberries. Graft fruit and rose trees.

**JUNE.**—Syringe rose trees and look out for grubs and blight. Water roses with liquid manure occasionally. Plant dahlias and cuttings from greenhouse. Propagate picotees, carnations, &c., by layers or pipings. Pansies may be struck from side shoots. Sweet Williams, roses, campanulas, and many flowers bloom in June. Water freely, especially in kitchen garden. Plant out cucumbers, tomatoes, capsicum, &c.

**JULY.**—Special attention should be given to lawns and walks during this month. Cuttings and bedding plants of all kinds may now be put out. Young shoots of hardy evergreen shrubs will soon strike root if planted in shade. Thin out clusters of rose-blossom buds. Pyramid

and pillar roses should be trained and tied in. Take up bulbs that have done flowering. Plant cuttings of verbenas. Carnations, pinks, violas, roses, &c., bloom this month. Plant out Brussels sprouts, savoys, cabbages, &c., and sow last crop of French beans, lettuce, endive, &c.

**AUGUST.**—Gather ripe flower and vegetable seeds. Remove bass from budded stocks. Plant bulbs for Autumn. Plant young shoots from fuschias, verbenas, and petunias. Pansies, Canterbury bells, feverfew, and hollyhocks may now be struck. Calceolaria cuttings should be struck in moss or chopped peat. Prune evergreens to prevent overgrowth, and cut and trim box and thrift edgings. Asters, campanulas, phloxes, &c., bloom this month. Transplant celery and earth up where already planted. Take up onions for drying.

**SEPTEMBER.**—Prepare vacant beds for the reception of new plants. Plant crocus, hyacinth, scillo, narcissus and other flowering bulbs for blooming next spring: though early tulips should not be planted till October, and late tulips in November. Asters, Michaelmas daisies, and campanulas are now in full bloom. Geraniums should be brought in house before frosts commence. Transplant lettuce into frames for winter use, and earth up celery. Make new plantations for strawberries. Plant cabbage for spring in beds from which onions have been taken.

**OCTOBER.**—Keep clear all gulleys and drains. Dahlia roots should be taken up, and pansies removed to frames. Dig borders and cut old wood from shrubs. Plant spring flowering bulbs; hyacinths in pots or glasses. Wallflowers polyanthus, primulas, and other herbaceous plants should be put in borders to bloom next spring. Prune honeysuckle and flowering shrubs. Get in apples and pears. Earth up celery. Take up potatoes, carrots parsnips, &c. Transplant fruit trees.

**NOVEMBER.**—Mow grass lawns and walks should the weather be open, and dig and manure flower beds in preparation for winter. Rose trees for next season should be planted in good loamy soil, and freshly planted trees should have surface dressing placed round them. Tulips not planted previously should be got in at once for spring flowering. Prune and plant fruit trees. Ground should be well dug over, as exposure to the weather greatly improves the soil.

**DECEMBER.**—If the weather is severe delicate plants, as tulips and pinks, should be protected with straw litter. Chrysanthemums, white violets, autumn aconites, and Christmas roses are in bloom at this time. In open weather rose trees, evergreens, and fruit trees may be planted. Unprolific fruit trees should be well manured. Roots of trees that grow too fast may be pruned with care.

## NEW BRIGHTON.

New Brighton, that breezy and exhilarating watering place and health resort of Cheshire, is situated at the northern corner of the Wirral Peninsula just where the estuary of the River Mersey joins the waters of the Irish Sea. It has as its name seems to imply little to do with the past; truly, it has little or no ancient history. There are no records of the bold Roman invaders establishing a camp there as was probably the case at the adjacent township of Meols; no dark and mysterious legends of a Danish settlement, as at West Kirby and Thurstanton; it has not even an ancient and historical castle, such as Leasowe, rich in the finest and safest bathing resorts in the kingdom. In season memories and stories of its noble possessors and Royal visitors of the Stuart dynasty. No! New Brighton has to do with the present and the future, and a bright and prosperous future may well be said to be in store for it.

New Brighton has a clear atmosphere, untainted by the smoke of the factories, a bright and bracing climate, especially suited for those who are run down and all who suffer from nervous affections. To these, as well as the busy man and woman of the business world, seeking rest and recreation after the stress and strain of the modern commercial life, the ozone of the fresh New Brighton air acts as a mighty tonic. Children, it hardly need be stated, revel in New Brighton. To go there for a day, or better still spend your holidays there, is a treat that the youngsters of Liverpool and Birkenhead look forward to with the greatest delight. The sand of the shore is remarkably clean, and the most particular mother need have no trouble to let her children play in it.

A magnificent promenade, or rather a continuous series of promenades, extend from Seacombe Ferry to Egremont, and thence to New Brighton. These have been continued along the sea front as far as the Marine Park, replacing the "Old ham and egg parade." The length of the promenade from Seacombe to the Marine Park is over three miles, and there is little doubt that in the course of a few years it will be extended through Wallasey as far as the eastern end of the Leasowe Embankment.

From any of these what a panoramic view of the mighty port of Liverpool is obtainable; and from this point of vantage the vessels of our own and other nations may be seen arriving and departing.

Bathing is largely indulged all along the coast, by both young and old. It is permitted at all times from vans or other shelters, but before the hour of 8-0 a.m. and after 8-0 p.m. these may be dispensed with. Stations are allotted to the different sexes, and mixed bathing is allowed at certain points. The long stretch of beautiful sand extending from New Brighton to Leasowe, together with the gentle slope of the shore, combine to make this one of the finest and safest bathing resorts in the kingdom.



## HARROGATE.

Untold numbers of business and professional men, as well as fashionable ladies, have benefited by visiting Harrogate, and one really wonders why so many of our fellow-countrymen should flock to Continental Spas when they have at their own doors one whose medicinal waters are famous throughout the world, and where there has been installed a magnificent system of bathing establishments where all the treatments for which European "Bads" are renowned, may be obtained at a moderate cost. It deserves to be noted in regard to the foreign "cure" that it is as a rule depressing in its effects, and it has generally to be followed by a stay at some other salubrious resort for a bracing up of the system, but this is never so at Harrogate. Harrogate has no fewer than eighty-seven mineral springs, no two of which are of exactly the same character. Thus the town may confidently challenge Britain and Europe for the great number and variety of its mineral waters. The Royal Baths, a palatial edifice erected at a total cost of £140,000, is one of the finest establishments in the world. Sixty different modes of treatment are administered by specialists, and 150,000 are given annually. There are no more perfectly appointed baths in the world than those on which the Corporation have spent such a large amount of money—with the happiest results. Harrogate is none the less famous for its toffee, the original makers of which are Messrs. John Farrah.

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## FARRAH'S Harrogate Toffee.

The oldest and most renowned Toffee in the British Isles. Since the early days of Queen Victoria's reign the House of Farrah has held the premier position for excellence, and during those years Farrah's Harrogate Toffee has brought pleasure and delight to young and old alike.

**SOLE MAKERS :**

**John Farrah & Harrogate Toffee Ltd.,**  
The Toffee Shop, HARROGATE.

# ISLE OF MAN.

One of the most charming and delightful places for a holiday is without doubt the Isle of Man. With such a holiday resort at hand it is difficult to understand why many people spend their summer vacation abroad and indulge in a rush round, which leaves them more exhausted at the finish than they were when they commenced their holidays. The Isle of Man is easily reached



from all parts of the kingdom, and is, year by year, gaining in favour, as its undoubted charms and healthful atmosphere become more fully known. The scenery in the island is unique, while safe bathing can be enjoyed by those who delight in a dip. The mountainous character of the island, though not making the holiday unduly fatiguing, gives a zest to walking tours, while there are plenty of shady nooks to afford shelter from the heat of the sun. It is an additional advantage that the expenses of a sojourn in the Isle of Man can be kept within exceedingly reasonable limits, without destroying the benefits or the enjoyment of an annual holiday. Douglas, with its crescent-shaped bay, its magnificent marine promenades, its terraced cliffs, covered with splendid buildings from the water's edge to their summits, and its noble background of green hills and distant mountains, is unquestionably a beautiful picture, and most impressive introduction to the visitor. Attractive amusements is a matter of the first necessity to a holiday resort, and Douglas has, in recent years, amply provided for its visitors in this respect. It is a resort for everybody. It is hardly possible to feel dull in Douglas. Its attractions are countless. For those who delight in the sea there is every facility offered for rowing and sailing in and about the beautiful bay.

Ramsey presents a peculiarly attractive appearance, and conveys to the spectator the idea of being a town of fine streets



For Glorious Holidays  
go to :: :: :: **The ISLE OF MAN.**

“AN Island just large enough to be perfect; just rocky enough to make its sea coast charming; just hilly enough to healthily tax one’s climbing abilities; mountains just high enough to show one England, Ireland, Scotland, and Wales; level plains,



broad enough to set off the other parts; glens and ravines just big enough to be bold and inspiring; waterfalls full enough to be ever flowing—in short, nothing in nature to be too much or too little.”

**CHEAP EXCURSIONS FROM LONDON AND ALL PARTS  
OF THE PROVINCES:**

Short Bracing Steamship passages by finest Turbine Steamers  
afloat.

**BEAUTIFUL GUIDES FREE.**

Illustrated Guide, Lists of Hotels, Boarding and Lodging and Farm Houses, with Tariffs, Lists of Furnished Houses, etc., sent free by C. L. KENNAUGH, Secretary, Official Department (under the Insular Legislature), Coronation Chambers, Douglas; or 27, Imperial Buildings, Ludgate Circus, London.

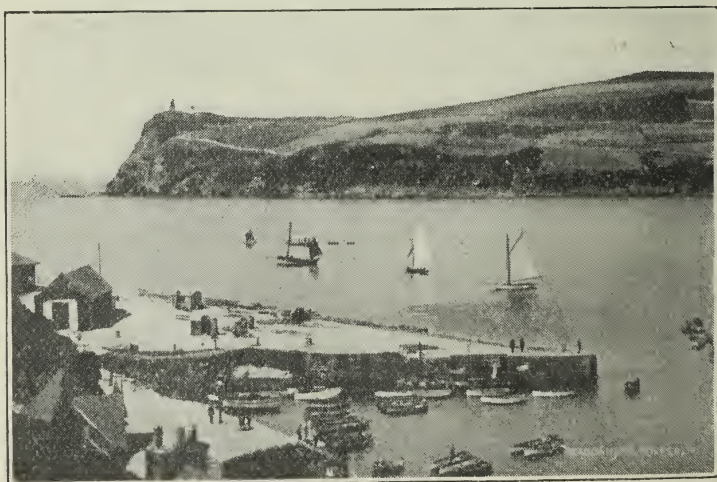
and good buildings, laid out in a regular manner; but its glory lies in the scenery and surroundings; its broad placid bay, with the weather worn cliffs of Maughold Head and Llieu Lewaige on the south, and the warmly-coloured sandy "brows" of Brine



Douglas Bay

stretching away to the north, and its majestic background of mountains whose rocky sides, deeply scored with wild ravines and deep woodland glens, tower in the centre, grey crag and green hill in the near distance, with rocky peak and rounded head succeeding each other, until they culminate in the giant heads of North Barrule and Snaefell.

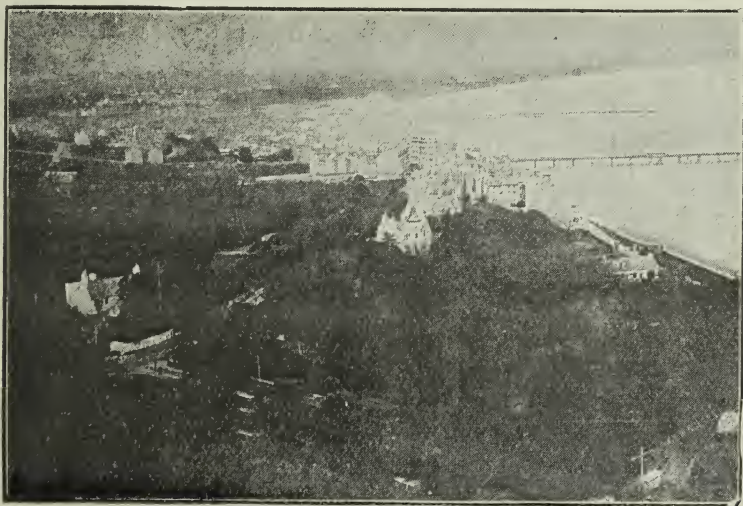
Peel is a centre from which to range over the western district of the Island. Included in the district are several of the highest hills, and its coast is of incomparable beauty. It is centrally situated, has good shops and places of business. Good roads and footpaths radiate to every part of the Island. It is also connected with Douglas by an excellent railway system, the late





evening trains enabling the visitor to enjoy the gaieties of Douglas and then return to the quietude of Peel. Other places of interest in direct railway communication with Douglas are Port Erin, a charming little inlet on the south-western coast. Port St. Mary, its near neighbour, provides good boating and fishing. Castletown, the ancient capital with its old fortress, and Laxey, situated in one of the largest glens in the Island, extending from Snaefell to the sea.

In point of fact, the Isle of Man offers unique attractions, not merely to summer visitors, but to permanent residents. Of course, there are many people who cannot choose their place of residence. They must live where they earn their livelihood. But, on the other hand, there is a growing class who live on investments. The object of these is to find a place which is (1) salubrious, (2) attractive, (3) not costly. The Isle of Man fulfils these conditions in a way that probably no other place in the United Kingdom can do. In winter it is so mild that severe frost or heavy snow is unknown.



Ramsey

Few places, besides, can vie with it in attractiveness, as stated already. The roads are excellent and well kept. They present a fine surface for walking, cycling, or motoring. The means of communication are cheap and abundant. A good service of steamers is maintained throughout the winter.

The postal service is also good and dependable. Telegraphic communication with the mainland is, of course, maintained. The shops in the principal towns are surprisingly well stocked, and it is seldom that the local tradesmen fail to satisfy the requirements of the most fastidious. The cost of living is cheaper than on the mainland; rents are very low, and in no district do the rates, including water, exceed 6s. in the £. The excellent facilities which exist for all pastimes—golf, fishing, shooting, etc.—should be borne in mind.



## DROITWICH.

Droitwich appeals to the seeker after a healthful holiday in no uncertain way. It has many claims to attention, foremost among which may be mentioned its central position, being situated on principal routes of the Great Western and Midland Railways, connecting up also by the last-named with the London and North-Western Railway via Birmingham (about three-quarters of an hour's run), and effecting a service with Manchester (3 hours 7 minutes) and Liverpool (3 hours 22 minutes).

This ancient borough has most interesting historic associations, and is situated "in the green heart of England," in the district of Worcestershire famous for its "apple orchards and hop gardens, its deep lanes, wooded heights, gabled cottages, and bright gardens." The district is also noted for its picturesque black and white half timbered houses, which meet the eye on all sides when the visitor indulges in the many inviting excursions by foot or awheel which abound in all directions. But the town also provides a special attraction for sufferers from various ailments of body and nerve by reason of its unique brine springs, which supply its splendidly-equipped Bathing Establishments with inexhaustible supplies of their health-giving waters; the three excellently-appointed Brine Swimming Baths are, as a matter of fact, without a rival in the whole world, and apart from being a source of pleasure and invigoration are often prescribed as a very valuable factor in the recognized course of treatment, the patient, owing to the exceptional density of the waters, being borne upon the surface without any effort, the limbs being supported in every direction by the saturated solution, thus enabling the patient to perform desirable movements which, as pointed out in various medical works, he could not attempt under any other circumstances on account of the pain.

There are many inducements offered to-day for home treatment which possibly may be more or less convenient when it is beyond the power of the patient to travel, but **THE DROITWICH TREATMENT IN THE BRINE OF THE NATURAL SPRINGS CAN ONLY BE OBTAINED BY VISITING THE SPA**, and this

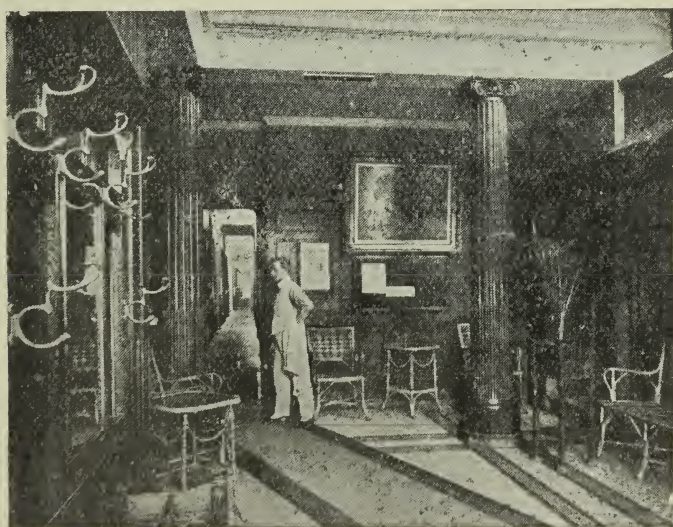


is a point which cannot be too strongly emphasized. The Natural Brine supplying the various descriptions of baths throughout the Bathing Establishments is ten times the strength of the sea,



Band Performance in the Brine Baths Park

and holds in solution salts equalling about 100lbs. in weight to an ordinary Reclining Bath, **WHILST THE RADIO ACTIVE AND**



Droitwich Brine Baths

Reception Hall

FOR HEALTH & RECREATION

# DROITWICH

ENGLAND'S BRINE BATHS SPA

With its WONDERFUL BRINE BATHS

:: :: :: :: attracts thousands of visitors. :: :: :: ::

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These LUXURIOUS BATHS (including Magnificent  
Brine Swimming Baths) of NATURAL BRINE  
PUMPED DIRECT FROM THE SPRINGS

World-renowned for the treatment of Rheumatism, Gout,  
Sciatica, Lumbago, Neuritis, Rheumatoid Arthritis &c.  
CAN ONLY BE HAD BY VISITING DROITWICH

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A HEALTH-GIVING HOLIDAY

“in the Green heart of England.”

Central for all Districts, Lovely

Country. Golf. Picturesque Park.

:: :: :: Daily Music, &c. :: :: ::

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ILLUSTRATED BOOKLET, POST FREE, FROM  
BATHS DIRECTOR,

J. H. HOLLYER,

78, CORBETT ESTATE OFFICES,

DROITWICH.



RADIO EMANATIVE PROPERTIES OF THE WATERS ARE ONLY PRESENT IN THEIR NATURAL STATE, AS OBTAINED IN THE BATHING ESTABLISHMENTS AT DROITWICH. Thus it is that visitors come in large numbers to the ancient borough the whole year round, for on the authority of "The British Medical Journal," "as a place for bath treatment Droitwich stans practically by itself in these Islands."



Typical Black and White Houses near Droitwich

- (1) A Thatched Cottage at Ombersley.
- (2) On the Ombersley Road.

The town possesses excellent Hotels, as well as Boarding Houses and apartment accommodation to suit all pockets, and is quite up to date in catering for the amusement of its visitors. Close to the Bathing Establishments, the Brine Baths Park is a veritable rose garden of great beauty, and throughout the summer months visitors resort thither for the daily band performances

and concerts, whilst there are tennis and croquet lawns, and a superior teahouse supplying refreshments on the lawns, and under shelter. At intervals illuminated and other fetes are held in the Park, and the Bands of H M. Guards give special afternoon and evening concerts. The golf links are but ten minutes from the centre of the Town, and there are also numerous excursions to be made by char-a-bancs, motor touring cars, etc.; the country is, moreover, excellent for motoring or cycling. Indoor concerts, theatricals, etc., are given in the Salters Hall, recently converted to one of the handsomest entertainment halls in the district, and arrangements have been completed by which the band performances, hitherto confined to the summer months, are now extended throughout the year in order to meet the wishes of the growing number of winter visitors. Three packs hunt in the district, "the sound of the horn" being frequently heard when the hunting season comes round; the Meets of the Worcestershire Pack are, indeed, occasionally held in the very centre of the town in the avenues surrounding the principal Hotels and Bath. A special motor-bus service recently brought into operation connects up Droitwich with some of the most picturesque and historical places in a district which is renowned for its interesting associations. The service provides several excursions daily to Worcester, Malvern, Bromsgrove, and the Birmingham route, whilst luxurious touring cars, running each day through the summer months, also take the visitor to such well-known resorts as Stratford-on-Avon, Kenilworth, Warwick, Broadway, Tewkesbury, and some of the favourite beauty spots of the Severn and the Wye Valleys.

*(Continued on page 86.)*

## DROITWICH.

### The Worcestershire Brine Baths Hotel

(Opposite the Modern St. Andrew's Brine Baths.)



150 Rooms. Suites. Lift.

Ground Floor Bedrooms.

New Smoking Lounge.

Large Grounds. Golf Links.

Night Porter. Garage.

Off. apptd. by A.A. & R.A.C.

Moderate Inclusive and  
Week-end Terms.

*Write for Pictorial Syllabus:* **E. C. CULLEY, MANAGER.**

Tel. Nos. 2 & 48. Telegrams: "Worcestershire Hotel," Droitwich.



# CAMBRIAN RAILWAYS



THE BRITISH RIVIERA  
FOR PICTURESQUE SCENERY  
& EXHILARATING CLIMATE

Delightful Holiday Resorts on the shores of

## CARDIGAN BAY

Aberystwyth, Aberdovey, Barmouth, Borth,  
Criccieth, Dolgelly, Fairbourne, Harlech,  
Porthmadoc, Pwllheli and Towyn.

Safe Bathing & Boating. Mountain Climbing.  
Golf. Fishing. Shooting. Coaching, &c.

Every facility for Local Travel.

### HOLIDAY CONTRACT TICKETS

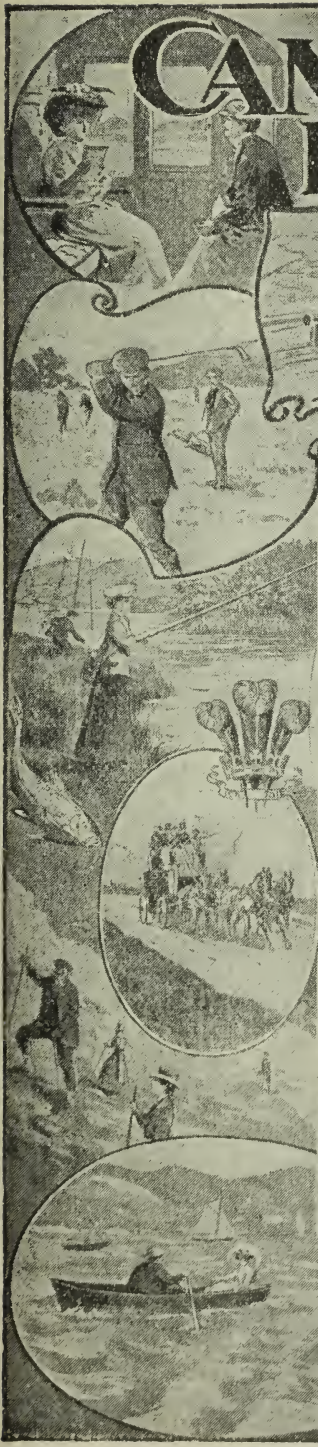
Cheap Day Tickets between the various Resorts.

Tourist, Week-end, & Ten Days' Tickets  
are issued, and EXPRESS TRAINS run daily,  
throughout the year, from the principal centres to  
the Cambrian Resorts. Guides and full informa-  
tion can be obtained from Mr. Herbert Williams,  
Supt. of the Line, Oswestry.

**S. WILLIAMSON,**

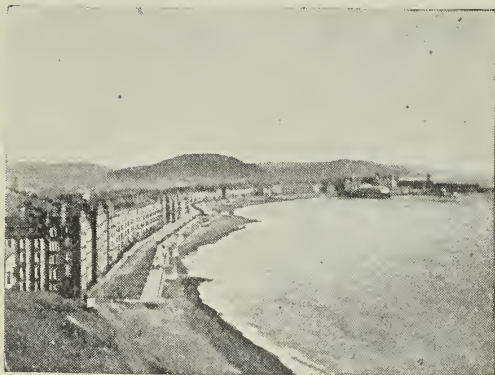
Oswestry, March, 1915.

General Manager. 36



# SOME PICTURESQUE Coast and Inland Resorts.

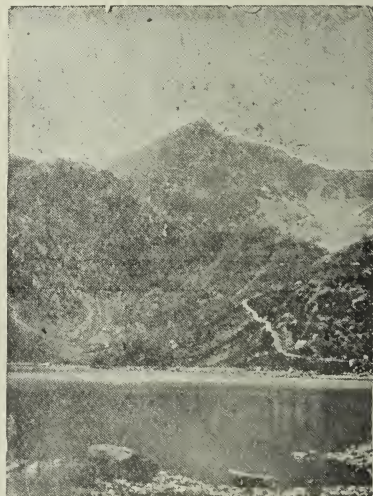
Reached by the Cambrian Railways.



Aberystwyth from Constitution Hill

The stretch of coast from Aberystwyth to Pwllheli along the shores of Cardigan Bay offers a variety of attractions for the health and pleasure-seeker. If relaxation is needed it can be obtained from the larger watering places along the coast, whilst for the invalid the coast compares very favourably with any Continental resort. The golfer is well provided for, and there is

scarcely a resort without its well-laid out links. The rivers and streams provide ample trout and salmon fishing, whilst there is also excellent sea fishing. The baylets, rivers, and estuaries give ample scope for bathing, boating and yachting, whilst the valleys, glens, and mountain gorges are full of cascades, waterfalls and torrents of unsurpassed grandeur and charm. Perhaps the chief glory of the whole of Cambria is the mountains and their accessibility from all the watering places, for from any of them Plynlimon, Cader Idris and Snowdon may be reached and climbed between breakfast and late dinner by safe tracks. For the more adventuresome there are dangerous and precipitous ascents, and not the least fascinating of the less arduous climbs is the Precipice Walk near Dolgelley. All kinds of facilities in the way of excursion, week-end, short date, long date, and weekly and fortnightly contract tickets at low rates are provided by the enterprising management of the Cambrian Railways, and through trains are



Snowdon'



run from nearly all the important centres of the United Kingdom, so that PICTURESQUE CAMBRIA is within reach of all. In natural characteristics, language, manner and customs, as well as in general environment, Wales has all the advantages of a foreign land without the discomforts of a journey to reach it, and moreover, the visitor can be assured of a warm-hearted and hospitable welcome from the Welsh, who, speaking amongst themselves their old world language, are still able to converse in the common language of the British Isles.

The main line of the Cambrian joins the London and North-Western line at Whitchurch, whilst the Wrexham and Ellesmere branch line gives it connection with the Cheshire Lines and Great Central from Manchester, and a branch line from Gobowen gives access to the Great Western Railway. From Ellesmere, where the



Builth Wells and River Wye

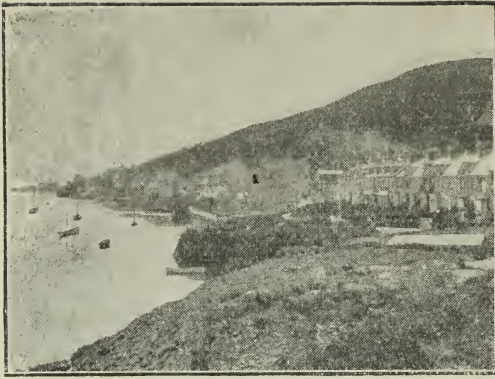
Llanidloes, Rhayader, and Builth Wells are passed, and each of these is noted as a holiday resort of no mean order. Talgarth, too, is a noted place, and for a real restful holiday any one of these places can be thoroughly recommended. Near Rhavader are the immense reservoirs for the Birmingham Corporation water supply.

The majority of tourists, however, choose the popular resorts on the Coast such as Aberystwyth, Aberdovey, Towyn, Llwygwril, Fairbourne, Barmouth,

famous College is situated, the line runs through some lovely country until it reaches Oswestry, the headquarters of the Cambrian Railways Company. From there, until it reaches Moat Lane, the scenery is of a particularly charming nature, whilst on a clear day the heights of the Kerry Hills are clearly seen on the left. At Moat Lane the line divides, the one to the right taking us on to Machynlleth, and the other down south to Brecon. On the way thither

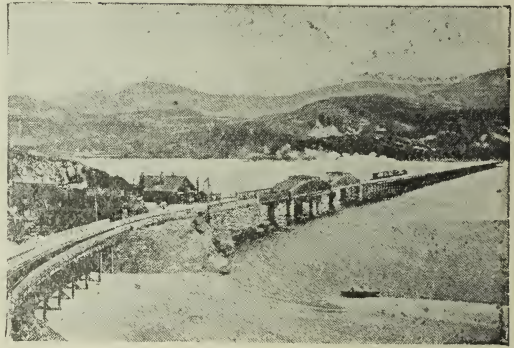


Birmingham Corporation Waterworks,  
Rhayader

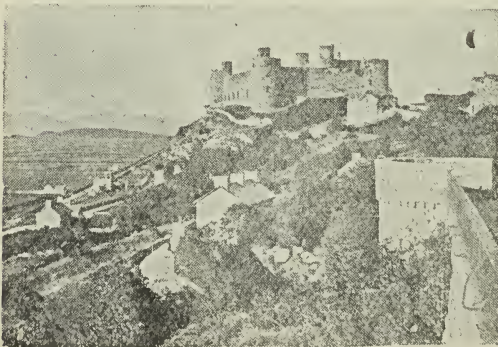


Aberdovey

Idris Mountain. At Dovey Junction the line again divides, one portion proceeding straight through Borth to Aberystwyth, and the other section running north and serves the well-known resorts of Aberdovey, Towyn, Barmouth, etc., the whole of the scenery along the coast being of much interest. In fact, it would be very hard to find a line with a greater variety of charm and interest than the Cambrian, and it speaks well for the



Barmouth Bridge



Harlech Castle

Dyffryn, Llanbedr and Pensarn, Harlech, Portmadoc, Borthygest, Oriccieth, whilst Pwllheli and Nevin are quite crowded places in the season. Dolgelly, too, gets a large number of visitors, and Borth is a favourite place for the golfer. From Moat Lane we soon arrive at Machynlleth from whence the Corris Railway runs to the Slate Quarries, and also takes the visitor within easy distance of Talyllyn Lake and Cader

Management that they have done so much to make its charms well known everywhere.

It is quite impossible within the short limits of space available to do more than briefly outline the places to be visited. To describe them with their attractions for the holiday-maker, the tourist and the nature lover, would take up many volumes, and the Cambrian Railways





Criccieth

Cambria, and found something new every day, and once within two years he spent six week-ends at the same resort. To make an ordinary mortal, who is as fickle as anyone in this changeable world, visit and re-visit a place shows that there must be some powerful attractions and scope for new worlds to conquer. Of the benefit to health accruing from these resorts we will not speak now, save to say that every doctor speaks well of them and the invigorating air, a most delightful blending of sea breeze and mountain zephyrs, is of far more health-giving properties than that of some Swiss resorts, and reached with far less trouble.

have issued some splendid books on the attractions of their line, so perhaps it would be as well to recommend the interested reader to apply for them at the Head Offices at Oswestry. The Pass of Aberglaslyn, easily reached from Portmadoc Station, is a household word, and in fact the beauties of every resort on Cardigan Bay have thousands of admirers. The writer once spent six months in Glorious

In conclusion there is one thing to be said. It is impossible both by words and pictures to depict the natural beauty of any place, and when the holiday time of the year comes round do not commence to say, "Where shall we go?" but put your foot down and say, "This year I WILL go to PICTURESQUE CAMBRIA." There is only one thing to add, and that is if you



Pass of Aberglaslyn

do this you will have no regret, but you will have had such an enjoyable holiday that you will never rest until you have been again and again, and also induced your friends to do likewise.

They wander far and wide who roam

To seek the joys of life from home.

## ISLE OF WIGHT.

The Isle of Wight is so well known as a place for an ideal holiday to tourists in all parts of the British Isles that it needs no introduction to the holiday seeker. Every year sees a greater number of visitors than the previous one, and the Island has been so endowed by nature with a wondrous beauty in its sea-encircled shores, that one really questions whether there is a more delightful place anywhere than "The Garden of England." The climate is ideal, and the Island is so compact that almost any part can be reached with much ease and in a short time. The Isle of Wight Central Railway have made such elaborate arrangements for cheap tickets that there is little excuse for not visiting every place of interest on the Island. The Tickets, at the rate of 1d. per mile, are issued by all trains between all stations of that Company's line, and also to all Stations of the Isle of Wight Railway. The train service on the Island is excellent, and there are all kinds of cheap excursions, whilst weekly season tickets are issued available over 28 miles of railway for 7 days—unlimited travel—for 7s. 6d. First Class and 5s. Third Class, and also between the Freshwater and I. W. Railway Company's Stations at slightly increased rates. Fast and frequent trains are run between Waterloo, London Bridge, Victoria, etc., Stations in London and Portsmouth and Southampton for the Isle of Wight. In addition to Rail Excursions over the Island, the Central Railway Company have arranged Rail and Sea Trips, Rail and Coach Trips, and passengers should study well before starting the Cheap Ticket Programme of the Central Company, as otherwise they will be losing many facilities for seeing all parts of the Island.

Space forbids a detailed description of each place in this wonderful Garden Isle, but a rapid survey may not be out of place. Newport is the Island Metropolis and chief railway centre, pleasantly situated on the River Medina, and encircled by charming hills from which excellent views can be obtained, whilst Carisbrooke is a place which nearly all tourists visit, where apart from the charmingly picturesque village itself there are two principal objects of interest, the fine old castle and church, whilst there is also a Roman villa near the Vicarage. Cowes, which is situated on the extreme north of the Island, has a world-wide fame as the most fashionable yachting centre and the home of the Royal Yacht Squadron, and in winter or summer Cowes is never without interest. East Cowes is reached by a Floating Bridge, and Osborne House, one mile distant, is a Marine Residence built by Queen Victoria and presented to the Nation by King Edward VII. The State Apartments are open free to the public on Tuesdays and Fridays from April to September. Ryde, one of the most attractive towns in the Isle of Wight, is most aptly described as "Bright, Bracing and Beautiful," and with its well laid out Esplanades and Promenades along the sea front is a truly ideal place for a holiday. Ryde is an excellent centre for





Excursions, though its own attractions are of a high order and comprise the Pier, Esplanade Gardens, Bowling Greens, and rambles. The Yacht Races are always a source of pleasure and interest, and the pleasure of the country rambles in the neighbourhood is greatly enhanced by taking single journey tickets from St. John's-road Station turning on foot; or if the pedestrian prefers it to tramp out and return by railway. Seaview, a suburb of Ryde, one mile distant, is par excellence a place for children. Sunny Sandown is a select watering place, and lies in a break in the bold line of cliffs, having a southerly aspect with a beautiful stretch of sand. Sandown is the junction of the Isle of Wight and the Isle of Wight Central Railways, and therefore offers unlimited excursions to tourists, whilst the old-time but still popular four-in-hand excursions are still available here. Boating and bathing are a great feature of the town, the bay being beautifully situated and very safe. Shanklin, another favourite resort, is situated in one of the most beautiful parts of the Island, and is one of the sunniest places in the United Kingdom. The Pier, Promenade, and unlimited stretch of sands offer unlimited attractions, and thousands of people can be seen here enjoying the quiet repose of the shore or indulging in sea bathing. Ventnor, another resort on the South Coast of the Island, is celebrated for its salubrity and beauty.

## ISLE OF WIGHT CENTRAL RAILWAY.

THE ISLE OF WIGHT (England's Garden Isle) appeals strongly to literary people as a Pleasure Ground and Holiday Resort.

DICKENS had a great love for Ventnor, where "Great Expectations" first saw the light.

KEATS wrote his famous poetry at Shanklin and Carisbrooke.

TENNYSON has immortalised in his writings the beauty of Freshwater and the surrounding country.

SWINBOURNE was born and lies buried at Bonchurch by the silver sea.

JOHN OLIVER HOBBS lived at Steephill Castle, Ventnor.

THE ISLAND is also replete with historic remains which cannot fail to interest the student and sightseer.

It abounds in Magnificent Scenery; Fashionable Seaside Resorts; Charming old-world villages and beautiful walks and drives.

There are good boating and yachting facilities and safe bathing on beautiful sands. Nine Golf Links provide every variety of course.

Express Services from London and the North, Birmingham and Midlands, Bristol, West of England, and South Wales.

THE ISLE OF WIGHT CENTRAL RAILWAY is in immediate connection at Ryde and Cowes with steamers from Portsmouth and Southampton, and affords the readiest access to all parts of the Island.

Cheap Period Excursions and Tourist Fares from principal Mainland Stations.

To Sandown, via Cowes, for beautiful Sands and Bay.

To Newport via Ryde or Cowes, for Tourist's Centre, and Carisbrooke Castle.

To Ventnor Town, via Cowes, for "The British Madeira," Undercliff District.

To Freshwater, via Ryde or Cowes, for the Tennyson Country, Totland, Alum and Freshwater Bays.

TOURISTS TICKETS, available for SEVEN DAYS between ALL STATIONS on I.W. Central Railway—First Class, 7/6. Third Class, 5/-

**Fares are now reduced to 1½d. per mile 1st Class,  
1d. per mile 3rd Class, all trains.**

For Illustrated Guide, Excursion Programme, and current Timetable, apply—

**RUSSELL WILLMOTT,**

Newport, I.W.

Secretary and General Manager.

18



# CHARMING CHELTENHAM

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## THE GARDEN TOWN SPA

Possesses Waters unsurpassed by  
any British or Continental Spa.

A Holiday Resort for both Winter and Summer.



PATRIOTIC CHELTENHAM

This beautiful town is situated in the fruit-growing area of Gloucestershire, sheltered on the east by the Cotswold hills. Rents are low ; the shops are unequalled ; the Colleges and Schools are famous. The Race Course and Golf Links are amongst the finest in Great Britain. The Opera House, Winter Gardens, Picture Palaces, Concerts, Spa Lounge, Hunts and Sports provide recreation and entertainments to meet the tastes of all. Cheltenham is the West of England holiday and residential centre.

DETAILED INFORMATION FREE FROM TOWN  
HALL BUREAU, CHELTENHAM.

# CHARMING CHELTENHAM

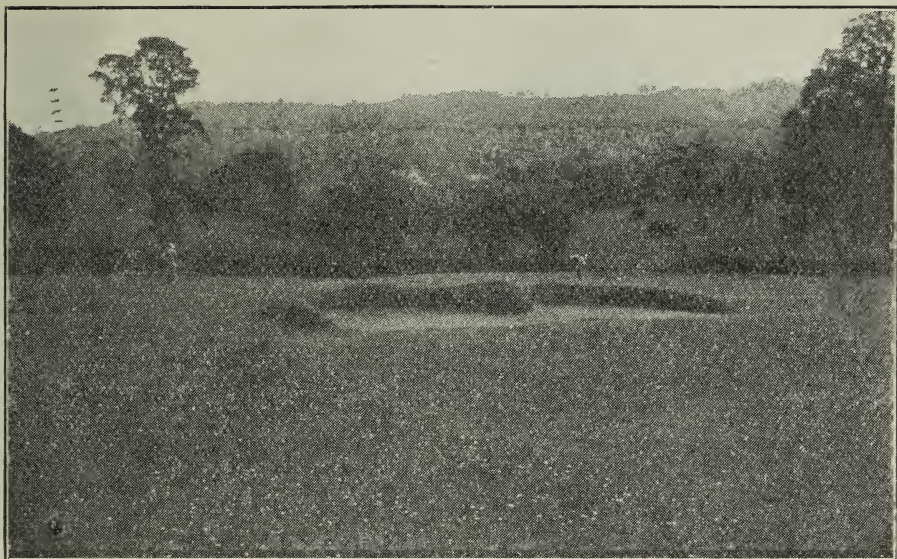


Central Spa, Cheltenham

As a health resort and Spa, Cheltenham has been recognised by medical men and health seekers for at least two hundred years ; and royalty have visited and extolled it. It possesses several different natural medicinal waters, chief amongst which are the Magnesia Water from Chadnor Villa Well, the Alkaline Water from Pittville Well, and the Soda Sulphite Saline from Lansdown Well. These Waters are unsurpassed. They are all served at the Central Spa in the Town Hall, where there is a luxurious lounge with an excellent orchestra, newspapers, magazines, writing-tables, and every comfort provided quite free of charge.

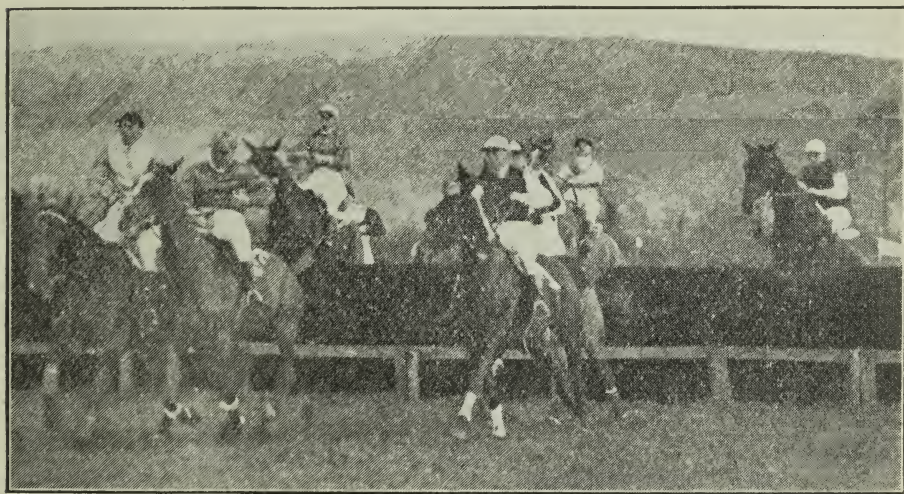
The town is bright and open ; its sanitation is good ; its streets are avenues of trees and gardens ; its houses are mostly Georgian mansions, of which the columns, caryatides, and classic pediments give the town its characteristic architectural features. The Central Spa and Winter Gardens, the Montpellier Gardens, and the Pittville Gardens, are in the town area, and together with the large squares and circuses prevent congestion in developments. Cheltenham College for gentlemen and Cheltenham Ladies' College are both far famed, and together with the excellent schools make the town a recognised educational centre. All forms of religion are represented in the many churches, chapels, and meeting-rooms.





North Gloucestershire Golf Club, Cheltenham.

Recreation and entertainments of all kinds are found in Cheltenham and its immediate vicinity, for it retains the old sports and adopts the newest pastimes. Music, drama, picture palaces, dances, exhibitions, lectures, hunts, races, steeplechases, polo, hockey, cricket, tennis, badminton, croquet, archery, football, golf, fishing, all have their devotees there; and for science in its many branches there are clubs and societies.



Steeplechases, Prestbury Park, Cheltenham.





Football at Cheltenham.

Cheltenham's shops supply not only its own residents, but also those of many larger towns and cities, because the special shopping facilities offered are available by the good railway communication.

The number of permanent residents has considerably increased since the coast raids, for the securely sheltered position of the town, combined with low rentals and good housing, have tempted many to transfer their homes. It has for a long time been the haven of those whose occupation has enforced earlier years residence in India or other places of similar climate, because the



Polo at Cheltenham.





Hockey at Cheltenham.

Cotswold Hills serve as a screen to divert the winds from the east ; and it is a favourite resort of those who wish to visit the Shakespeare County

Cleeve Hill rises some 1,000 feet to the north-east of the town, and Leckhampton Hill to a less height at the south-east. On both are golf links, reckoned amongst the best and most sporting in Great Britain. The Race Course is at Prestbury Park at the foot of Cleeve Hill, a most picturesque site, and the scene of fashionable gatherings for the great Steeplechases, the finest in England.

Cheltenham has eagerly done its share in the War. It has given freely of its men to the fighting ranks ; it has given freely of its women to nurse the wounded ; it has given freely of its wealth to succour the despoiled. It has housed the soldiers in training, it has sheltered the refugees ; and the hands that have so long been held out in welcome still offer their greeting.

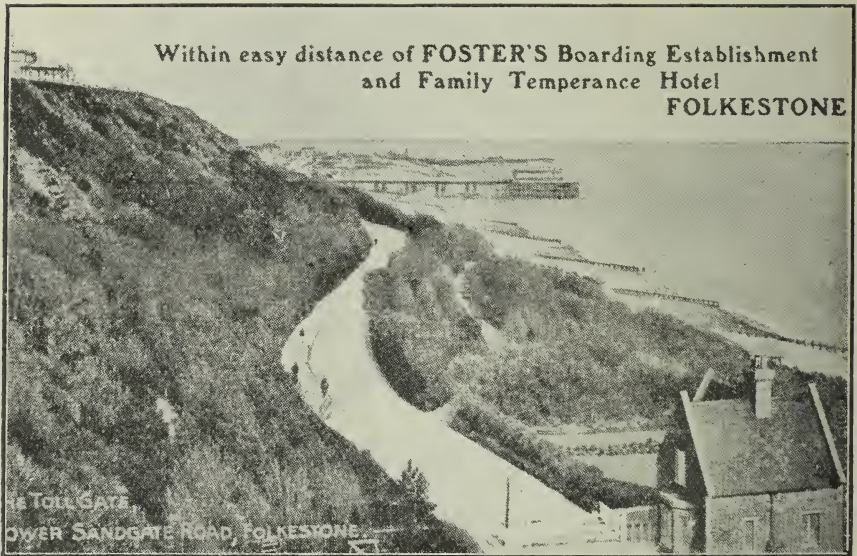


Official Welcome of Troops

## FOLKESTONE.

Folkestone, with its world-famed Leas, its verdure clad cliffs, its fine roads and beautiful surroundings, claims a premier place amongst the health resorts of the British Isles, and the fact of its being one of the cross-channel ports makes it even better known all over the globe. Folkestone has many charms as a health resort, and not the least is the excellent and safe sea-bathing which it is possible to obtain there.

Of the famous Leas much could be written, but there is no promenade to match the beauty of this favourite rendezvous. For nearly two miles a stretch of green extends right along the front, flanked with a good wide road, dotted with palatial hotels and boarding houses. Beneath the Leas is a winding road edged with rustic gardens, and then a magnificent promen-



ade on which the fresh sea breezes may be freely inhaled. To the visitor in early summer Nature displays one of her grandest views, whilst to the visitor later on the blending of beauty and fashion is a sight not easily forgotten. Folkestone is one of the best fishing places round our coasts, and an annual festival is held at which prizes valued at £100 are awarded. Of amusements there is no end. Motor Drives and Picture Shows, Piers, and a splendid Theatre all go to make up a splendid array for the summer visitor, and the walks, rambles, and excursions in the immediate neighbourhood are particularly interesting



## MATLOCK AND MATLOCK BATH.

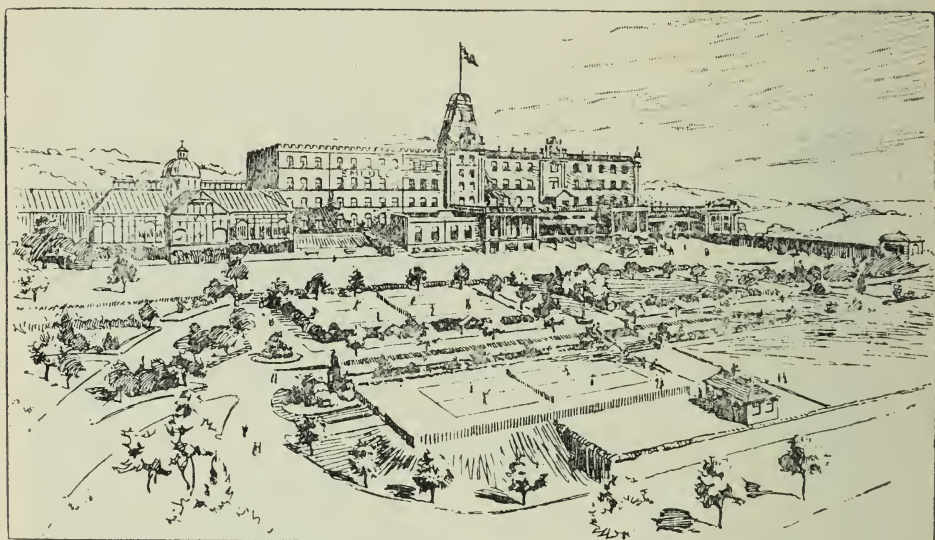
These two stations, about a mile apart, serve the whole of the Matlock district. Matlock is the station for the principal hydropathic establishments, whilst Matlock Bath is the nearest for the Matlock valley, the Via Gellia, Heights of Abraham (800 feet), Masson (1,100 feet), etc. This district is the centre of a wealth and diversity of scenery rarely met with. The High Tor, midway between Matlock Bath and Matlock Bridge, rises precipitously from the bank of the Derwent to a height of about 400 feet, composing with the river a perfect picture of natural beauty; the Black Rocks summit between Cromford and Wirksworth affords extensive and beautiful views of the Derwent valley; and the Via Gellia, a dale of great loveliness, runs parallel with the Matlock valley, which it enters at Cromford a mile to the south.



The waters of Matlock Bath have some reputation for their medicinal properties. They appear to have been first used for curative purposes in 1698. Matlock is one of the healthiest inland watering places in England, and, owing to its elevation and the nature of its geological strata, the atmosphere contains a much smaller quantity of moisture on the average than elsewhere. There is an abundant choice of beautiful walks and drives. It is a convenient centre for all parts of the Peak district, Buxton, Bakewell, Rowsley, Haddon Hall, and Chatsworth House. The accommodation in the way of hotels, private apartments, coaches and carriages is good, and there is every inducement required by the tourist for a healthy country holiday. A new nine-hole golf course, one mile from Matlock Bath Station,

overlooks the Derwent valley at an altitude of nearly a thousand feet, and there is the 18-hole course of the Matlock Golf Club,  $1\frac{1}{2}$  miles from Matlock Station. The Course is a good sporting one, with holes varying in length from 155 to 520 yards. The total length is 5,500 yards. The hazards are natural, including gorse and a stream. The air is pure, dry and bracing, the height of the Course being between 800 and 900 feet above sea level. The Club-house is quite close to the main road leading from Matlock to Chesterfield, and contains dining and tea room, gentlemen's room, ladies' room, drying room, and other usual accommodation. A professional is always in attendance.

## Smedley's Hydro, MATLOCK



ESTABLISHED 1853

LARGEST AND MOST COMPLETE. Extensively patronised all the year round, there being an average of over 240 visitors daily in residence.

*Illustrated Souvenir on application to H. Challand, Managing Director.* 53

One of the most important attractions of Matlock is Smedley's Hydropathic Establishment, which is situated on the south-western slope of a range of hills overlooking the valley of the Derwent. Its windows command a scene of great beauty, in which are conspicuous High Tor, Masson and Riber Hills. The establishment is well sheltered on the north and east by pine clad hills, behind which stretch moorland and forest for many miles. The district is mainly pastoral, and being remote from any great town the atmosphere is very free from contamination. The water supply is soft and pure, and is drawn from the moorland reaches above. A porous sub-soil of sandstone grit, a mode-



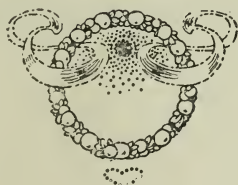
rate rainfall, and a fair average in respect of mean temperature all combine to afford an intermediate order of climate, neither too warm in summer nor in winter unduly cold.

The Establishment is extensively patronised by pleasure seekers in addition to those requiring Hydropathic treatment, consequently the visitor enjoys a lively and ever-changing society, with varied and healthful amusements, which are so arranged as not to interfere with the general comfort. In the evenings there are concerts, theatricals, tableaux, dancing, games, etc. The billiard room has two full-sized tables; and the drill class affords daily amusement while contributing to health. Boating, fishing, and riding can be had, and there are grass and asphalt tennis courts and croquet lawns, also an excellent Bowling Green 177ft. long and 83ft. wide. Annual Bowling and Tennis Tournaments are held during the second and third weeks of August.

A Lounge Corridor, one hundred yards long, forms the approach to a spacious Winter Garden (with Spring Dancing floor) and Fernery which provides ample space for exercise and recreation in all kinds of weather.

Matlock Golf Links, 18 holes and over three miles round, situate on Matlock Moor, within twenty minutes' walk from the Establishment.

It is now over sixty years since Smedleys was founded, and in the history of hydropathy it holds a place of no small importance; for it was here that John Smedley inaugurated that milder development of the water cure, for which Matlock has since become famous. Since the death of Mr. Smedley, in 1874, the establishment has been added to greatly, and the older portions completely rebuilt. A new suite of baths gives, among other advantages, a separate Turkish Bath for Ladies, and a complete electric installation for medical purposes. The establishment has over 260 bedrooms, and at times has held as many as 400 persons. A farm of 160 acres is worked in connection with the establishment to ensure a constant supply of pure, fresh milk, poultry, eggs, and other produce.



# THE EDUCATION OF YOUR BOY

is a matter demanding careful thought and attention. The claims of each school should be carefully analysed from the scholastic, personal, and moral points of view. You are laying the foundation of your boy's life; what he is when a man is what he is made at school. There is the vital requirement of character formation, of moral and physical education. To be a man it is desirable that the principle of "esprit de corps" should be instilled into the youthful mind early. This training cannot be given in the home, and it is the successful conformation of these ideals that has made British Public School Training a model and example all over the world. Parents will find

## At Ellesmere College, Shropshire,

a happy combination of all the old Public School Institutions, with the requirements of modern days. It brings a Public School education, whether classical or modern, within the reach of those who are debarred by the cost of the older and larger schools. Not only is it healthily situated in picturesque country, but it is readily accessible from all parts of the British Isles. The curriculum is designed to meet the requirements of the Professions, Civil Service, Universities, and Agricultural, Engineering, and Commercial life. The steady increase of pupils in recent years is an excellent proof of the efficiency and success of its methods, and the care and attention given to each scholar undoubtedly

## Helps him to a Successful Career.

Use attached Coupon for a Copy of a Beautifully Illustrated Booklet and Prospectus.

### USE THIS COUPON.

DEAR SIR,

Please send me a Copy of Illustrated Booklet and Prospectus offered above,

(Name).....

Address.....

.....

The Secretary, Ellesmere College, Salop.

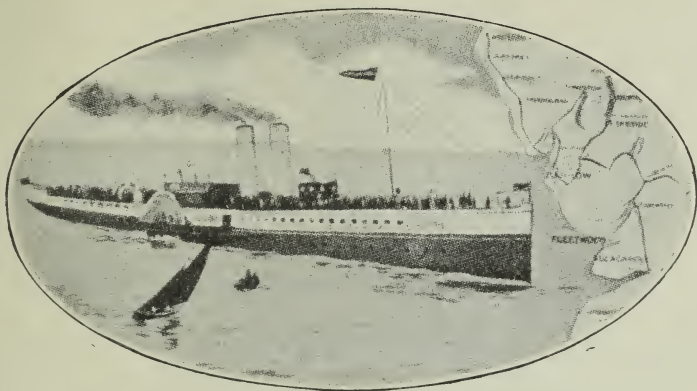
CSCL/15.

Paste this on a Postcard.

20



# Furness Railway



## TO THE LAKES via FLEETWOOD and BARROW.

The P.S. "LADY EVELYN" and "LADY MOYRA"

Sail Daily (including Sundays), between

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CIRCULAR  
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**ALFRED ASLETT,**

*Barrow-in-Furness,*

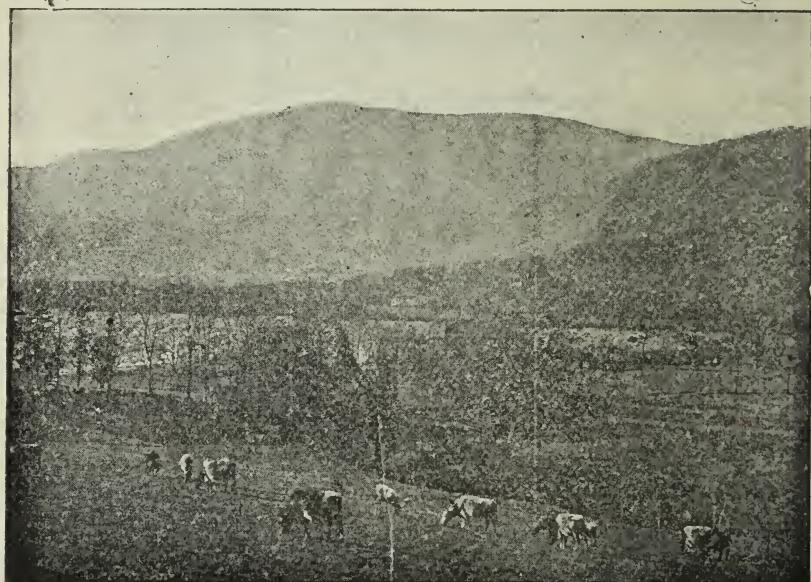
*April, 1915.*

*Secretary and General Manager*

# THE ENGLISH LAKES.

## 1.—The District covered by the Furness Railway.

The Lake District is so pre-eminently a tourist centre its claims cannot very well be overlooked, and with the means of communication at hand it is not surprising that it is so popular a resort. Under the able management of Mr. Alfred Aslett, the Secretary and General Manager of the Furness Railway, the line has rapidly come to the forefront of caterers for the pleasure seeker. One of the noteworthy achievements of Mr. Aslett has been the organisation of the rail, coach and yacht tours in the Lake District, which run daily from Whitsuntide to September, and have proved the means of attracting a large number of visitors from all over the Kingdom.



G. P. Abraham]

Coniston and the Old Man

[Photo, Keswick

Space forbids a description of all the wonderful scenery and charms of Lakeland, but the traveller with the seeing eye, and the understanding heart, may find those "rural sights and sounds which exhilarate the spirit" in places which no handbook could dream of mentioning.

Carnforth is the most southerly point of the Furness Railway, and after passing through Silverdale, Arncliffe, and Kent's Bank, a suburb of Grange, the line proceeds to Cark and Cartmel, the former place being increasingly popular as a country holiday place for tourists from the great centres of Lancashire and Cheshire and Yorkshire. The line now passes over a viaduct, 1,500 feet long, over the estuary of the Leven, and reaches Ulverston,



one of the best appointed stations on the line. The traveller will find the station symbolic of the town for the unfading remembrance of Ulverston is of a place where beauty, grace, and cleanliness go hand in hand.

Here the main line shoots in a northerly direction by way of Plumpton Junction to Greenodd, thence to Haverthwaite through a region that cannot fail to impress even the most careless observer. After leaving here some magnificent river scenery is to be seen, and the sight of the waterfall above Backbarrow in flood time is a sight worth travelling far to see. Newby Bridge is soon passed, and one soon gets the first glimpse of Windermere as the train draws up at Lakeside Station. The station is close to the edge of the Lake, and one of the Company's steamers will be found to be waiting at the quay side. Upon leaving the station the first view of the Lake is thrilling. Cartmel Fell arises on the further shore and wooded slopes run down to the water's edge. White-winged yachts are flitting hither and thither, smart



G. P. Abraham]

Thrimere

[Photo, Keswick

steam launches with white awnings, and smaller boats of every description. Mention should also be made of the recently enlarged refreshment Pavilion, which possesses seating accommodation for 350 persons. A feature of the pavilion is the magnificent balcony, with its extensive canopy of glass, commanding fine views of the Lake Windermere. Hot luncheons are served throughout the season and also teas, and during the summer

months the Windermere Steam Yacht String Band is in attendance. The journey down Lake Windermere is one of wonderful interest, and to do the barest justice to the charm and variety of the scenery would easily fill a dozen of these books.

Grasmere lies in a lovely vale, and it is worthy of all the praise that has been showered upon it. In the middle of the lake is a solitary but lovely island, a fitting scene of beauty and mystery. From here there is a Furness Railway Tour enabling one to pass on to Keswick and Derwentwater through scenery which is unequalled anywhere. Coaching tours are arranged from Keswick, and the visitor may circle Derwentwater in this way, or visit Buttermere, and Crummock Lakes over Honister Pass, or Bassenthwaite and Thirlmere.

Ullswater is also reached by the Furness Railway. A new and additional interest has recently been added to by the National Trust for the preservation of the beautiful scenery.

The Furness Railway have issued a special booklet detailing twenty rail, lake and coach tours throughout the Lake District, and by means of these tours, which are immensely popular, and becoming more so, every part of this rich district may be conveniently visited. In these modern days no man may be regarded as being cultivated without some knowledge of the land in which he lives, but to omit the Lake District from one's scope of enquiry is to deliberately shut off one of the most charming, and one of the most interesting areas on earth.

Returning to Ulverston, whence the line branches off to the lakes, the railway proceeds through Lindal and Dalton-in-Furness to Furness Abbey, one of the most interesting places on the whole line. Here is the fine "Furness Abbey Hotel," which stands in a commanding position overlooking the famous ruins. It is a secluded position, and visitors desiring rest cannot do better than make the hotel their headquarters, for it is a most admirable centre for the Lake District, and its close proximity to the railway—a covered approach leading from the hotel to the station—is a source of great convenience to the tourists. Excellent accommodation for motorists is one of the features of the hotel. The visitor cannot fail to be impressed with its overwhelming grandeur and the many conceptions it brings to the mind. Visions of silent men in white habits roaming up and down the extensive grounds, speaking no word, for the Cistercian was a silent order, meditating upon the meaning and the mystery of life.

After leaving Furness Abbey the line passes through Roose to Barrow-in-Furness, the most important station on the line. The associations of the neighbourhood with George Romney, the famous painter, have been greatly enhanced by the public-spirited action of the Furness Railway Company in restoring the house at High Cocken which was occupied by Romney and his father from 1742 to 1755. It was during these years that Romney developed that rare genius which made his name "familiar as household words." The old carpenter's shop in which Romney



# **COCKERMOUTH, KESWICK, AND PENRITH RAILWAY.**

## **CUMBERLAND LAKES AND MOUNTAINS**

### **LAKES :**

Derwentwater, Buttermere,  
Crummock, Ullswater, Thirlmere,  
and Bassenthwaite.

### **MOUNTAINS :**

Skiddaw, Helvellyn,  
Scafell, &c., &c.

This Railway affords the readiest access to the heart of the Lake District, and is in immediate connection with trains to all parts. Through arrangements with the London and North Western, North Eastern, Midland, L. & Y., Furness, and other Railways.

**TOURIST TICKETS** from all principal Stations to Keswick. Troutbeck (for Ullswater) and Cockermouth.

**WEEK END and 10 DAYS' TICKETS** to Keswick and Cockermouth from L. & N.W., L. & Y., North Eastern, Midland, and other Stations.

**WEEK END and 10 DAYS' TICKETS** from Cockermouth, Keswick and Penrith to Seaside Resorts and other visiting places.

**WEEKLY EXCURSIONS** during the Summer months to and from London.

**CHEAP TICKETS to PLEASURE PARTIES** of 10 Third Class Passengers.

**CIRCULAR TOURS** between Cockermouth and Keswick Stations and **Patterdale** (Ullswater), **Windermere, Ambleside, &c.**, by Rail, Coach, and Boats.

**CIRCULAR TOURS** from North Eastern Stations.

**COACHES** run between Troutbeck Station and **Patterdale** (Ullswater) daily during the Summer months.

**COACHES** leave **Keswick Station** daily for **Borrowdale and Buttermere** over **Honister Pass**, passing on the way **Barrow and Lodore Waterfalls**, and allowing sufficient time at Buttermere for visiting **Scale Force Waterfall**.

*Particulars of Arrangements and Bookings on Company's Announcements.*

**J. CLARK, Secretary and Manager,**

*Keswick Station. 41*

## **Maryport & Carlisle Railway**

Best and Most Direct Route from SCOTLAND AND  
NORTH EASTERN DISTRICT OF ENGLAND  
TO ENGLISH LAKE DISTRICT

Shortest, Quickest & Most Convenient Route to WEST CUMBERLAND  
AND FURNESS DISTRICTS.

The Maryport and Carlisle Railway has direct communication at Carlisle with SIX TRUNK RAILWAYS,  
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NORTH WESTERN, MIDLAND, NORTH  
EASTERN.

M. & C. Co.'s Trains from and to Carlisle connect with all the above Companies' important EXPRESS TRAINS from and to all parts of England and Scotland.

Passengers should ask for Tickets via "Carlisle and Wigton"

Illustrated Guide Free on application to THOS. BLAIN, General Manager,  
Maryport.

13

formerly worked has now been transformed into a Museum replete with coloured engravings, photogravures, photos, etc., of some of the great artist's notable works, and the charge for admission is 1d. each person, holders of railway and steamer tickets being admitted free. The home itself commands some magnificent views over Walney to the Isle of Man, and the whole length of the Snowdon Range; while from the summit of the hill situated to the rear of the home a view of the most wonderful extent may be obtained.

The Furness Railway has always carried off the palm for enterprise, but it is only when one gets into the facilities it provides for tourists that one really finds how enterprising it is. As is well known a large number of people from all parts of the country, but particularly from Lancashire and Cheshire, always go to Blackpool for a holiday, and under the guidance of Mr. Aslett arrangements have been made for taking them from Blackpool for a tour in the Lake District and bringing them back to Blackpool the same day. Those who take advantage of this splendid tour, and in the season they number many thousands, usually leave Blackpool about 10 a.m. and take the train to Fleetwood, where one of the popular steamers of the Furness Railway is in waiting to carry them to Barrow, which gives them a charming sail across Morecambe Bay for about an hour. On arriving at the Ramsden Dock Station they step on board a special fast train which takes them on the Outer Circular Tour, as it is called, to Lakeside. Arrived here, lunch is provided and magnificent views are obtained of the Lake. Soon the visitors embark on one of the Company's steam yachts and are taken up the lovely Lake to Ambleside, whence char-a-bancs take them through delightful scenery to Coniston. After a brief stay here, sufficient to see the various places of interest, train is taken back to Ramsden Dock. The steamer leaves Barrow about 7 p.m., arriving at Fleetwood at 8 p.m., and our visitors are in Blackpool again by 9 p.m. The whole tour is unequalled for popularity by any tour perhaps in the British Isles. In all about 100 miles is covered in the day, and by travelling third class and forecabin on the boat the cost need not exceed 12s. or 13s. per person. There is also an Inner Tour with connection from Blackpool, which embraces Greenodd, Crake Valley, and Coniston, with a break at Furness Abbey for lunch. Further details may, of course, be obtained on application to the Furness Railway Company, Barrow-in-Furness.

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WARWICK HOUSE,  
ENFIELD. 11



## II.—The District covered by the Cockermouth, Keswick and Penrith Railway.

The Cockermouth, Keswick and Penrith Railway, which opens up a lovely stretch of scenery to the tourist, is fortunately situated in having two main feeders for its traffic. The principal means of access from all parts of England and Scotland is from the Penrith Station of the London and North-Western Railway, where the railway commences, and its secondary one is from Whitehaven, where the Furness Railway system ends. The principal main line express trains to and from Euston and Carlisle stop at Penrith, and the run from there to Keswick, the headquarters of the Cockermouth, Keswick and Penrith Railway, is through some of the loveliest scenery imaginable. Keswick acts as a convenient tourist centre for the northern part of the Lake district. In scenery the district all round Keswick and reached from it is unequalled anywhere, and though Windermere attracts the "popular" visitor it is Keswick that beguiles the true artist, the student of nature, and those who are more aesthetically inclined; although at the same time Keswick is a popular place, and is the centre of many excursions. Cockermouth, the western terminus of the line, where will be found the house in which the great poet Wordsworth was born on 7th April, 1770. A square building of rather considerable size, somewhat cold in appearance it derives from the humbler dwellings around it something of a manorial air. Situated in the principal street of Cockermouth, it opens at the back upon a terrace-like garden which reaches as far as the River Derwent. The Castle is reached by crossing over the Cocker (from Main Street), and following the road alongside the river till it forks, then taking the branch that runs uphill. Great changes have taken place in the aspect of the building since the days when it was defended by a moat, a drawbridge, and a Portcullis. The Gateway Tower, which is in the Tudor style, is adorned with the coat-of-arms of the Lucy, Percy, Neville, Umfraville and Multon families, and is an interesting part of the building. The horrible dungeon will also be visited, into which Wordsworth once unwittingly wandered. From Harris Park it is possible to get an excellent idea of the town's position and extent, and also a fine view of several mountain ranges. From the top of Hay Fell, which is on the right, the outlook over the waters of the Solway Firth is magnificent.

The visitor to this district should certainly take advantage of the trips organised by the Cockermouth, Keswick and Penrith Railway, for circular tours of the greatest beauty and interest may be taken by Rail, Coach, or Steamer, touching some of the most visited spots in the Lake District, at very moderate prices. Cheap tickets for pleasure parties to Bassenthwaite Lake, Keswick, and Troutbeck for Ullswater are issued from all stations, and the circular tour from Cockermouth, Bassenthwaite Lake, and Keswick, by rail to Troutbeck, coach to Patterdale, or rail to

Penrith, motor char-a-banc to Pooley Bridge and steamboat, the full length of Ullswater to Patterdale is a tour of entrancing interest and may be completed on the same or the following day.

As the visitor steps out of the station at Keswick he will soon see on either side of the road the Fitz Park Recreation Grounds. Very few visitors resist the temptation to go and see the Pencil Works at Keswick, which are reached by Main Street and stand close to the Greta Bridge. Close to the bridge on the right hand side is Greta Hall, which for a long time was the home of Southey the poet. After visiting Lake Derwentwater, retracing your steps to the town you pass the Town Hall, which has no striking feature except the call bell bearing the date 1601, and about half-way up St. John's Street we see Pettitt's Art Gallery, which contains a fine collection of water and oil colour paintings.

These are some of the chief places of interest in Keswick itself, but there are numerous rambles and excursions to be taken. The beauties of Lake Derwentwater, Skiddaw, and other heights to be scaled; the Falls of Lodore, about three miles from Keswick, and the wonderful Bowder stone to be visited, all of which would take up too much space if described in detail here. Derwentwater is within five minutes walk of Keswick and affords excellent boating, bathing, and fishing facilities. Friar's Crag and the Ruskin Memorial will of course be visited, and as the tourist knows full well the coaching excursions which start from the Hotels in Keswick bring all the places of interest in the district within easy reach.

From Keswick, a short run by rail brings us to Penrith, and it is not a far cry to Patterdale and Ullswater. Ullswater is one of the loveliest of the English Lakes, and to understand the witchery of it you must catch the motor char-a-banc for Pooley Bridge and take the trip up to Patterdale. One of the charms of Ullswater is the way in which its beauty gradually unfolds as the boats steam away from Pooley Bridge landing stage on the way to the head of the Lake. After leaving the first reach, which is comparatively tame, the scenery on both sides gradually increases in grandeur until it culminates in a cluster of peaks which seem to keep the outside world from the charm of the little village of Patterdale nestling far below. The celebrated Aira Force is within easy reach, and Gowbarrow Park, recently acquired by the National Trust. Close by is Lyulph's Tower, a building associated with the legend of "Emma and Sir Elgamore," which has been enshrined in verse in Wordsworth's "Somnambulist." The Tower is now used as a Hunting Box.

### III.—From Carlisle to the Lake District.

From the North of England and Scotland the principal road to the Lake District is via the Maryport and Carlisle's main line through Maryport, and there is no doubt that this part of the country contains some interesting scenery, and to the discerning traveller provides much for a pleasant journey. The region



between the Cumbrian Hills and Solway Firth is really a delightful region, abounding in haunts of peace where the traveller so disposed may come and rest awhile. He may leave the train at one or other of the Stations en route for a rest in the villages of the plain, or on the brow of some low hill, whence he may see across the pastures and cornfields in the foreground the shining Solway, never the same for two days running, sometimes grey and cold sometimes dazzling in the glow of a sunset melting its waves into polished copper, and sometimes reflecting the blue of the sky as if it were an Italian Lake rather than the border sea between England and Scotland. From Carlisle the line turns west and then follows the base of the foothills which stretch away southward to the pyramidal masses of Skiddaw and the succeeding tier upon tier of mountain masses, with Crummock and Buttermere behind until it reaches Maryport, the mainspring of the system. Thence it continues westward to Whitehaven and the Furness District. The places served by the Maryport and Carlisle Line are of varying importance, being the Cathedral City, itself, Aspatria, Cockermouth, Maryport, and Wigton. The scenery, however, reached by the Line is amongst the best in the Lake District, and with this we will concern ourselves chiefly.

Maryport is a modern town, though there are Roman remains in the district, and its docks are of importance to the local trade. The great feature of natural beauty about which Maryport can boast, in common with the rest of the stretch of Solway coast from this point to Silloth, in Maryport, is the wonderful sunsets to be seen from the Sea Brows. The Kirkcudbrightshire Hills on the opposite coast of Scotland gradually sloping in a varied and even serrated line from Criffel on the extreme right of the view to Burrow Head in Wigtownshire, form a background, and the scene when the summer sun is slowly sinking behind them, and the Solway sparkles as if it were molten gold, is one not to be surpassed anywhere. ALLONBY is a splendid centre for people who like seaside combined with lake and mountain scenery;  $3\frac{1}{2}$  miles by road to Bullgill Station and half an hour's run in the train brings them to the Lakes. There is a 9-Hole Golf Course at Allonby, and the renowned Silloth Course is only seven miles distant. It is a charming little seaport resort, an absolute rest place some few miles outside Maryport. The people who go to Allonby are chiefly from the neighbouring towns, but it is getting a percentage from such far away places as London, Leeds, Newcastle, Manchester, Birmingham, etc. Cockermouth, which is the terminus of the Maryport and Carlisle's branch line from Bullgill, is dealt with in another part, and Wigton, which is the principal place between Carlisle and Maryport, is noted as being the centre of a wide agricultural district; also for its fine peal of bells, the largest of which weighs ten tons. The burial place of the famous John Peel is a few miles distant. At Aspatria is a very successful Agricultural College, and one of the best in the Kingdom.

Turning to the smaller stations between Carlisle and Maryport and taking them in the order of a journey from the former to the latter place mention must be made of Carlisle, which is the

junction for seven separate main line systems. There is much to see in the City, and if one has a few minutes to spare it is worth while exploring the town. Dalston is noted as the official residence of the Bishop of Carlisle, and has a Grammar School dating from Elizabethan times. At Brayton further on we find the home of the Lawson family, and a visit to this district will repay the trouble, and at Abbey Town he will find the surviving nave of an old monastery, whose buildings formerly were very extensive. Bullgill is the junction for Cockermouth, as well as for Allonby, and little disturbs its peacefulness save the summer visitors. The Maryport and Carlisle Railway offers particularly cheap travelling facilities for those who make Stations on the Line their headquarters when touring the Lake District, and therefore issues a full programme of half-day, day, week-end, and tourist excursions from all Stations to Keswick, Bassenthwaite Lake, etc. A copy will be sent free to any reader on request, and in addition during the season coaching tours are arranged round Derwentwater, Bassenthwaite, Thirlmere, Crummock Water, Buttermere, Ullswater (Patterdale), and the usual party ticket facilities can also be obtained. The Company have done much to popularise the district as a happy hunting ground for tourists. For passengers travelling from Scotland and the North-East Coast of England to Barrow, Seascale, and other Stations on the Furness Line, as well as to Cockermouth, Bassenthwaite Lake, etc., the Maryport and Carlisle Line forms a splendid link connecting as it does Carlisle with the express trains of seven Trunk Lines. In any case it is worth the trouble to explore this grand region, and no one has yet been disappointed.

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## **DROITWICH.**—*Continued from page 58.*

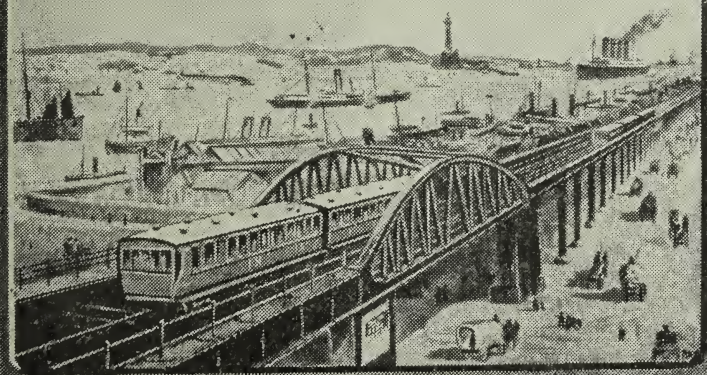
Intending visitors to Droitwich should make a point of asking Mr. Culley for Pictorial Syllabus of the Worcestershire Brine Baths Hotel, or to show them his up-to-date establishment, which is situated opposite the Modern St. Andrew's Brine Baths. It provides for all the needs of a large and varied clientele, being the only one in Droitwich with a lift, and has many ground-floor bedrooms. Its spacious apartments are artistically decorated, and its service is expeditious, whilst, internally and externally, it is cheerful and exhilarating. Its rooms command views of the quaint old town with its many half-timbered houses, and in the distance can be seen the luxuriantly wooded uplands of the charming County of Worcester. It is close to the Brine Baths Park where bands play in Summer, and opposite the Salter's Hall, Visitors' reading room with orchestra in other months; and ten minutes from golf links. Many hundreds of visitors are resorting to Droitwich this year who usually visit foreign spas.



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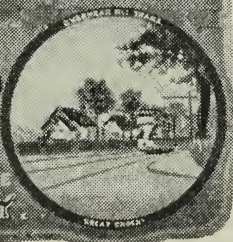
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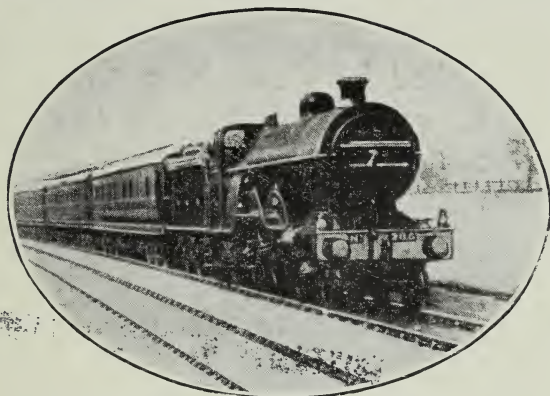
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Full particulars of all Excursion and Tourist arrangements can be obtained  
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JOHN E. CHARNLEY, Manager.

Central Station, Liverpool, March, 1915.



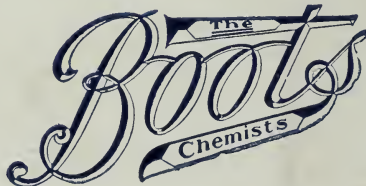
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